BOOK-BINDING DEPARTMENT

HAVING been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and *at very moderate rates.*

'CHINA MAIL' OFFICE.

The China Mail.

Established February, 1845.

THE HONGKONG CHINESE
香港華字日報
(*Hongkong Wa Tsz Yat Po.*)
ISSUED DAILY.
CHUN UN MAN,
Manager and Publisher.
SUBSCRIPTION:
Five Dollars a year, deliverable in Hongkong. Outports, $11.00 per annum, including postage.

No. 10,047. 英一千八百九十五年五月二號 HONGKONG, THURSDAY, MAY 2, 1895. 乙未年四月初八日 PRICE, $2.50 PER MONTH.

AGENTS FOR THE *CHINA MAIL.*

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street,* E.C. GEORGE STREET & Co., 30, *Cornhill.* GORDON & GOTCH, *Ludgate Circus,* E.C. BATES HENDY & Co., 37, *Walbrook,* E.C. SAMUEL DEACON & Co., 150 & 154, *Leadenhall Street.* W. M. WILLS, 151, *Cannon Street,* E.C. ROBERT WATSON, 150, *Fleet Street.*

PARIS AND EUROPE:—MAYENCE, FAVRE & Co., 18, *Rue de la Grange Batelière.*

NEW YORK:—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, *West 22d Street.*

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco.*

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney.*

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES CO., *Colombo.*

SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., *Singapore.*

CHINA:—*Macao,* A. A. DA CRUZ. *Amoy,* N. MOALLE & Co., LIMITED. *Foochow,* HEDGE & Co. *Shanghai,* LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama,* LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL	£1,000,000.
SUBSCRIBED CAPITAL	£ 500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.

D. GILLIES, Esq.	H. STOLTERFOHT, Esq.
CHAN KIT SHAN, Esq.	CHOW TUNG SHANG, Esq.

KWAN HOI CHUEN, Esq.
Chief Manager.
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %.

Hongkong, October 23, 1894. 1711

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the **HONGKONG AND SHANGHAI BANKING CORPORATION.** Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ **PER CENT.** per annum. Depositors may transfer at their option balances of $100 or more to the **HONGKONG AND SHANGHAI BANK,** to be placed on **FIXED DEPOSIT** at **5 PER CENT.** per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, May 15, 1893. 1515

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL	£1,500,000.
SUBSCRIBED	£1,125,000.
PAID UP	£ 562,500.

Bankers.
LONDON JOINT STOCK BANK, L'TD.

Interest allowed on Current Accounts at the Rate of 2 % per Annum on the Daily Balance.

ON FIXED DEPOSITS:—

For 12 Months	5 %
For 6 Months	4 %
For 3 Months	3 %

JOHN THURBURN,
Manager, Hongkong.

Hongkong, June 18, 1893. 238

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$10,000,000.
RESERVE FUND	$ 5,000,000.
RESERVE LIABILITY OF PROPRIETORS	$10,000,000.

COURT OF DIRECTORS:—

J. KRAMER, Esq.—Chairman.
HON. A. McCONACHIE—Deputy Chairman.

Hon. J. J. Bell-Irving.	S. C. Michaelsen, Esq.
M. D. Ezekiel, Esq.	D. R. Sassoon, Esq.
R. M. Gray, Esq.	N. A. Siebs, Esq.
C. J. Holliday, Esq.	

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq

MANAGER:
Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—

For 3 months 3 per cent. per annum.
" 6 " 4 "
" 12 " 5 "

T. JACKSON,
Chief Manager.

Hongkong, April 30, 1895. 343

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP	£800,000
RESERVE LIABILITY OF SHAREHOLDERS	£800,000
RESERVE FUND	£275,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.

On Fixed Deposits for 12 months 5 %
" " " 6 " 4 %
" " " 3 " 3 %

A. C. MARSHALL,
Manager, Hongkong.

Hongkong, May 17, 1891. 825

SIEN TING,
Surgeon Dentist,
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, April 8, 1895. 630

Intimations.

NOTICE.

IN Conformity with the Provisions of Regulation IV of the General Regulations of the Chinese Pilotage Service, a BOARD of APPOINTMENT will hold a COMPETITIVE EXAMINATION at the HARBOUR MASTER'S OFFICE, CANTON, at 11 a.m. on the 10th Instant, to Fill TWO VACANCIES in the CANTON PILOTAGE BODY.

Only those who have served an Apprenticeship are eligible for appointments.

J. H. MAY,
Harbour Master.

Custom House,
Canton, 1st May, 1895. 817

LOST.

ON TUESDAY AFTERNOON, between 4 and 5 o'clock, whilst going down from the Peak, below the FOUNTAIN and ST. JOSEPH'S CHURCH, a GOLD CHAIN BAND BRACELET.

A REWARD of $20.00 will be PAID to any Person on returning the same to Mr. BOWDLER, PRAYA RECLAMATION OFFICE, near the City Hall.

Hongkong, May 1, 1895. 822

Hannay's
COMPOSITION
FOR
Coating Ship's Bottoms.

USED BY:—

Ocean S.S. Co.
White Star Line.
East Indian Ocean S.S. Co.
Glen Line.
Cunard Line.
Allan Line, etc.

HARRY WICKING,
Agent for Hongkong & South China.

Hongkong, May 1, 1895. 815

MELLIN'S FOOD

IS Recommended by the HIGHEST MEDICAL AUTHORITIES as the

BEST FOOD FOR INFANTS AND INVALIDS.

KAY & Co. (*Sole Agents*),
26, Hollywood Road.

Hongkong, May 1, 1895. 819

In the Matter of ROBERT FRASER-SMITH, *Deceased.*

PERSONS INDEBTED to the above ESTATE will oblige by PAYING the AMOUNTS DUE to the SHROFF of *THE HONGKONG TELEGRAPH.*

C. F. A. SANGSTER,
Acting Registrar and Official Administrator.

Hongkong, February 25, 1895. 396

NOTICE.

THE Undersigned has from This Day TAKEN CHARGE of the CONSULATE GENERAL for the NETHERLANDS in SOUTH-CHINA and of the CONSULATE for the NETHERLANDS at HONGKONG.

F. T. HAVER DROEZE,
Consul General,
Office: Connaught House, Nos. 4 & 5.

Hongkong, April 29, 1895. 805

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN Interim BONUS of TWENTY-FIVE PER CENT. upon CONTRIBUTIONS for the Year 1894 has been declared.

WARRANTS will be Issued on the 29th Instant.

By Order of the Board,
DOUGLAS JONES,
Acting Secretary.

Hongkong, April 10, 1895. 744

NOTICE.

THE Undersigned have been appointed SOLE AGENT for WOOD & Co.'s well-known COW BRAND of Finest AUSTRALIAN TABLE BUTTER, in 1 lb. Tins. Fresh Stocks always on hand. Special Terms to the Trade.

GEO. P. LAMMERT,
Duddell Street.

Hongkong, April 20, 1895. 768

KOWLOON HOTEL,
ELGIN ROAD.

ABOUT 2 minutes' walk from KOWLOON GODOWN WHARF. Surrounded by magnificent Gardens, and commanding beautiful views of the Harbour and Island of Hongkong.

WINES AND SPIRITS
of best quality.
BAR, BILLIARDS AND AMERICAN BOWLING ALLEYS.
ROOMS TO LET WITHOUT BOARD.

LUIZ M. LOBO,
Manager.

812

THOMAS' GRILL ROOM,
No. 2, QUEEN'S ROAD CENTRAL.

I AM happy to inform my Patrons that in connection with the Grill Room, I have secured the 1st Floor recently occupied by the CHINA FIRE INSURANCE COMPANY (above the present Grill Room) and have fitted it up for

LADIES' DINING ROOMS,

with all conveniences attached. I am also now prepared to serve

DINNERS, TIFFINS & SUPPERS

to parties when Ordered distinct from the ordinary Grill Room.

DAILY NEWSPAPERS AND PERIODICALS.

W. THOMAS,
Proprietor.

Hongkong, April 29, 1895. 806

STAINFIELD'S PRIVATE HOTEL,
8 DUDDELL STREET.

COMFORTABLY FURNISHED ROOMS, with every convenience.
Accommodation for Table Boarders.
Particulars, Address,

MRS. STAINFIELD,
Proprietress.

Hongkong, January 9, 1895. 58

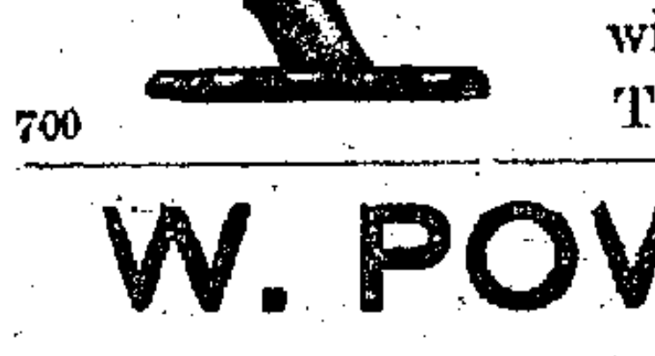
Business Notices.

BELL'S ASBESTOS EASTERN AGENCY,
LIMITED,
28, Queen's Road Central.

ASBESTOS PACKINGS to suit all Steam Power.

Jointings for any work, however great the pressure and temperature.

TRADE MARK
BELL'S ASBESTOS.



LUBRICANTS both liquid and solid.

ESTIMATES given for COVERING BOILERS and STEAM PIPES, with our Patent ASBESTOS COMPOSITION.

700

W. POWELL & Co.

EX ENGLISH MAIL.

LATEST SPRING SPECIALITIES IN
MILLINERY.
INFANTS' AND CHILDREN'S GOODS.
TOYS.
LACE CURTAINS.
FIVE O'CLOCK TEA CLOTHS, &c., &c.

W. POWELL & Co.

Hongkong, April 23, 1895. 766

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	DATE.	REMARKS.
SHANGHAI AND KOBE	*Shanghai*	Noon, 4th May	Freight or Passage, (passing through the INLAND SEA).
KOBE & YH'MA	*Brindisi*	Noon, 6th May	Freight or Passage (calling at NAGASAKI, if sufficient inducement offers).
SHANGHAI	*Rohilla*	About 6th May	Freight or Passage.
LONDON	*Bombay*	About 7th May	Freight or Passage (calling at MARSEILLES, if sufficient inducement offers).
LONDON, &c.	*Rosetta*	Noon, 9th May	*See Special Advertisement.*
JAPAN	*Ancona*	Daylight, 11th May	Freight or Passage.
LONDON *via* MARSEILLES	*Canton*	About 14th May	Freight or Passage.

For further Particulars, apply to

ALF. WOOLLEY, *Acting Superintendent.*

P. & O. S. N. Co.'s Office,
Hongkong, May 2, 1895. 701

Apollinaris

"THE QUEEN OF TABLE WATERS."

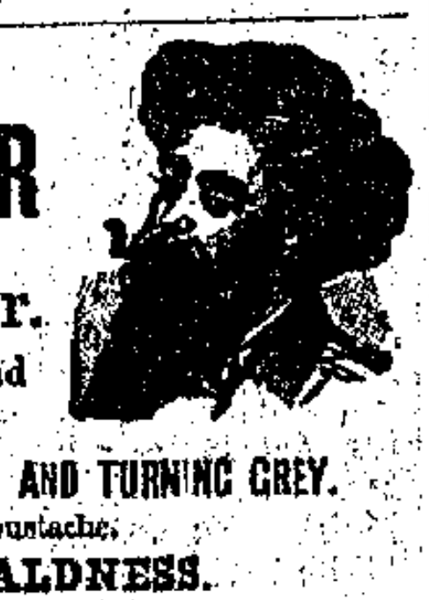
"First in Purity."
BRITISH MEDICAL JOURNAL.

"Has a charm which makers of artificial aerated waters do not even dream of."
MORNING ADVERTISER.

SOLE AGENTS:
CARLOWITZ & CO.
HONG KONG, SHANGHAI, CANTON, TIENTSIN, AND HANKOW.

EDWARDS'
"HARLENE" FOR THE HAIR
WORLD-RENOWNED
Hair Producer and Restorer.

Is the Best Dressing, specially prepared and Perfumed for Toilet Use.



"HARLENE" PRODUCES LUXURIANT HAIR, PREVENTS ITS FALLING OFF AND TURNING GREY.

Unequalled for Promoting the Growth of the Beard and Moustache.

THE WORLD-RENOWNED REMEDY FOR BALDNESS.

For Curing Weak and Thin Eyelashes, Preserving, Strengthening, and Rendering the Hair beautifully Soft. For removing Scurf, Dandruff, etc., also for Restoring Grey Hair to its Natural Colour, it is without a rival. Physicians and Analysts pronounce it to be devoid of any metallic or other injurious ingredients. 1s., 2s. 6d., and 5s. 6d. per Bottle. May be had from Chemists, Hairdressers, and Perfumers all over the World.

EDWARDS' "HARLENE," CO., 95, HIGH HOLBORN, LONDON, W.C.

'New Goods, New Goods'
(*JUST RECEIVED*).

NEW SUMMER MATERIALS.
NEW LACES and FALL NETS.
(THE FAMOUS) ZZ CORSETS.

HONGKONG TRADING Co.,
Nos. 1, 3 & 5, D'AGUILAR STREET,
And Under HONGKONG HOTEL.

734

H. RUTTONJEE.

AUSTRALIAN PRODUCTS, AUSTRALIAN PRODUCTS.

JUST LANDED EX *CHANGSHA.*

BACON. BACON.
ROLLED, FLITCHES, MIDDLES.

Per lb ... ... 46 CENTS.

Having been appointed SOLE AGENTS for these Articles, I am in a position to offer at REDUCED PRICES.

H. RUTTONJEE, 10, *D'Aguilar Street.*

Hongkong, March 22, 1895. 576

Business Notices.

P. L. B. A.

'HE WHO DRINKS GOOD BEER'

SHOULD try PRESTONPAN'S LIGHT BITTER ALE.

Pure, Light, well-hopped, brewed expressly for this climate.

THE FINEST BITTER ALE IMPORTED.

At 7-doz. Pints or 4 doz. Quarts, $14.50.

Sole Agents—
WATTS & Co.,
2, Ice House Street.

653

WALTER W. BREWER,
Under HONGKONG HOTEL.

LARGE VARIETY of FIRST-CLASS STATIONERY in Boxes, with ENVELOPES in all the Newest Shades and Shapes, Heliotrope, Blue Granite, Satin Twill, &c., &c.—80 CENTS per box.
CHRYSTOGRAPHS for Window Decoration, Imitation Stained Glass.
LADIES' TENNIS SHOES, $2.50 per pair.
MEN'S " " White Canvas, very cool and light, $2 per pair.
White Buckskin TENNIS SHOES.
TENNIS BATS in great variety, from $6.00.
CAW'S STYLOGRAPHIC and FOUNTAIN PENS, the very best in the Market.
LADIES' Thin French Walking SHOES.

Hongkong, April 26, 1895. 707

HONGKONG HOTEL.

Telegraphic Address,
"Kremlin"—A. B. C. Code.

Telephone,
No. 32.

BOARD and LODGING, from $4.00 per day.

HYDRAULIC LIFT to all Floors.

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

ROOMS TO LET on 2nd and 3rd Floors, FURNISHED or UNFURNISHED.

E. J. RICHARDSON,
Manager.

Hongkong, January 21, 1895. 157

Notice of Firm.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

DURING my Absence from the Colony, Mr. ROBERT COOKE will SIGN for the Company as ACTING GENERAL MANAGER, and Mr. THOMAS I. ROSE as ACTING SECRETARY.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, May 1, 1895. 816

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

FRIDAY,

the 3rd day of May, 1895, at 2.30 p.m., at his Sales Rooms, Queen's Road,—

AN INVOICE OF
JAPANESE WARE,
comprising:—

KIOTO, AWATA, VINSEI, TAIZON and SATSUMA VASES, JARS, PLATES, INCENSE BURNERS, TEA and COFFEE SETS.
ENAMELLED WARE.
BRONZES and ORNAMENTS.
EMBROIDERED SCREENS.
&c., &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, April 30, 1895. 814

PUBLIC AUCTION
OF
VALUABLE HOUSEHOLD FURNITURE,
COTTAGE PIANO, BY BECHSTEIN,
&c., &c., &c.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 4th May, 1895, commencing at 2.30 p.m., at his Sales Rooms, Duddell Street,—

(*For Sundry Accounts*),

A QUANTITY OF
VALUABLE HOUSEHOLD FURNITURE,
comprising:—

DRAWING ROOM SUITE, in SILK TAPESTRY and PLUSH, LEATHER COVERED LIBRARY SUITE, PLUSH COVERED COUCH and ARM-CHAIR, FANCY CHAIRS, MARBLE-TOP and FANCY TABLES, CURIOS, BOOKS, and ORNAMENTS, WHITE MARBLE MANTEL CLOCK, NEW BRUSSELS CARPET, RUGS, CURTAINS, OVERMANTELS, BEVELLED and PLAIN.

ONE COTTAGE PIANO, by BECHSTEIN, in SPLENDID CONDITION.

ONE COTTAGE PIANO, by BROADWOOD & SONS, in FAIR CONDITION.

ONE GRAND PIANO, by KAPS, in GOOD CONDITION.

MARINBURK-MADE SIDEBOARD with MIRROR BACK, DINNER WAGGONS, SEVERAL DINNER and DESSERT SERVICES, ELECTRO-PLATE and GLASS WARE, CUTLERY, PASTRY REQUISITES, &c., &c.

SEVERAL IRON and BRASS MOUNTED BEDSTEADS with SPRING and HAIR MATTRESSES, &c., MARBLE-TOP WASHSTAND and DRESSING TABLES with BEVELLED GLASS, HANDSOME SINGLE and DOUBLE WARDROBES with BEVELLED GLASS and PLAIN GLASS DOORS, SUNDRY BEDROOM and BATHROOM REQUISITES.

ONE IRON SAFE.

ONE LARGE COOKING STOVE.

SEVERAL NEW JAPANESE SINGLE and DOUBLE RICKSHAS.

Catalogues issued previous to Sale. On View from *Friday,* the 3rd May.

TERMS OF SALE.—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, May 1, 1895. 820

To Let.

TO LET.

THE PREMISES now occupied by W. ROBINSON & Co. Exceptional position. Good light. Possession from 1st May.

Apply to
W. ROBINSON & Co.,
Under HONGKONG HOTEL.

Hongkong, April 2, 1895. 627

TO LET.

From 1st May.

'GREENMOUNT,' CAINE ROAD. 8 ROOMS.

For Particulars, apply to
GILMAN & Co.

Hongkong, April 11, 1895. 704

TO LET.

DWELLING HOUSES—
'HIGHCLERE,' at MAGAZINE GAP.
'DES VŒUX VILLAS,' at THE PEAK.
No. 2, RIPON TERRACE.
No. 23, CAINE ROAD.
FLOORS in BLUE BUILDINGS.
FLOORS in ELGIN STREET, PEEL STREET and STAUNTON STREET.
FLOORS in No. 5, SHELLEY STREET.
No. 3, VICTORIA VIEW, KOWLOON FURNISHED or UNFURNISHED.
GODOWNS—
BLUE BUILDINGS.
No. 7A, PRAYA CENTRAL.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, April 18, 1895. 215

TO LET.

NO. 2, SEYMOUR TERRACE.

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, April 15, 1895. 716

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, BATAVIA, SAMARANG AND SOURABAYA.

The Steamship *Shantung,* Capt. FRAMPTON, will be despatched as above on MONDAY, the 6th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 1, 1895. 823

FOR YOKOHAMA AND KOBE.

The Steamship *Bogstad* will be despatched as above on MONDAY, the 6th Proximo.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 26, 1895. 705

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Sarpedon,* Captain JACKSON, will be despatched as above on THURSDAY, the 9th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 1, 1895. 824

Shipping.

Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship *Catherine Apcar,* Capt. J. G. OLIFENT, will be despatched for the above Ports on FRIDAY, the 3rd Proximo, at 3 p.m.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, April 27, 1895. 790

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

The Steamship *Nanchang,* Capt. FINLAYSON, will be despatched as above on FRIDAY, the 3rd May.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 23, 1895. 771

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

The Steamship *Eton,* Captain BROPHY, will be despatched as above on or about SUNDAY, the 5th Proximo, at Daylight.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, April 26, 1895. 796

SHELL LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Co.'s Steamship *Voluta,* Captain E. STOTT, will be despatched as above on the 5th Proximo.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, April 29, 1895. 786

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SINGAPORE, AMSTERDAM, BREMEN AND HAMBURG.

The Company's Extra Steamship *Nürnberg,* Captain A. WINKEL, will ... having available some limited room for Cargo.

For Freight, apply to
MELCHERS & Co.,
Agents.

Hongkong, April 24, 1895. 772

GREAT NORTHERN STEAMSHIP LINE.

FOR PORTLAND, OREGON.

In connection with the OREGON RAILWAY and NAVIGATION Co., and GREAT NORTHERN RAILWAY Co.

The Steamship *Chittagong,* Capt. DAVEY, will be despatched for PORTLAND, O., via KOBE and YOKOHAMA, on or about the 15th May.

Through Bills of lading will be granted to all points in the United States and Canada.

Consular Invoices for Cargo to United States points must be sent to the Office of the Undersigned, addressed to the Collector of Customs, Portland, O.

For further particulars as to Freight or Passage, apply to
SHEWAN & Co.,
Agents.

Hongkong, April 24, 1895. 773

WARRACK LINE OF STEAMERS.

FOR NEW YORK *VIA* SUEZ CANAL.

The Steamship *Mardoff,* Capt. THOMSON, will be despatched for the above Port on or about the 20th May.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, April 29, 1895. 810

Sailing Vessels

FOR NEW YORK.

The 3/3 *A. I. I.* American Ship *Sachem,* BARTLETT, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.

Hongkong, March 27, 1895. 537

FOR SAN FRANCISCO.

The 100 *A. I.* British Ship *Queen Margaret,* FAULKNER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.

Hongkong, February 28, 1895. 419

CALDBECK, MACGREGOR & Co.,
Wine and Spirit Merchants,
13, QUEEN'S ROAD.

Hongkong, August 18, 1891. 1019

Entertainments.

THEATRE ROYAL,
CITY HALL.
Lessee & Director,...Mr. SAVILLE SMITH.
Stage Manager,......Mr. MONTGOMERY.

MISS GRACE HAWTHORNE
AND
COMPANY OF 20 ARTISTS.
In a Selection of the latest SOCIETY PLAYS of the Day.
Under the Patronage of
HIS EXCELLENCY SIR W. ROBINSON, K.C.M.G.
TO-NIGHT,
(THURSDAY), 2nd May,
THE LAUGHABLE FARCICAL COMEDY OF
'DANDY DICK.'
TO-MORROW
(FRIDAY), 3rd May,
PINERO'S WONDERFUL PLAY,
'THE PROFLIGATE.'
SATURDAY, 4th May,
THE SCREAMING FARCICAL COMEDY,
'MAMMA.'
With SELECT VARIETY SHOW to follow.

TRAMS to the Peak will be arranged to leave after the Performances every Evening.

Box Office at KELLY & WALSH, LTD.

Hongkong, May 2, 1895. 809

Intimations.

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED
BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS,
NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY
in great variety.
DIAMONDS
— AND —
DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON PATTERNS, *at very moderate prices.* 742

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS Commodious and Well-appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES,
(FROM 1ST APRIL TO 31ST OCTOBER).

One person, per day	$ 4.00
One person, per month ... $75 to	90.00
Married couple (occupying one room) per day	7.00
Married couple (occupying one room) per month	150.00
Married couple (occupying two rooms) per month	170.00

For further Particulars, apply to
THE MANAGER,
New Victoria Hotel.

Hongkong, April 10, 1895. 696

FOR SALE.

JAPAN HAND-MADE PAPERS.
JAPAN PRINTING PAPERS.
JAPAN COPYING PAPERS.
JAPAN WALL PAPERS.
&c., &c., &c.

PRICE VERY MODERATE.

ORDERS to be respectfully received by the Undersigned.

MITSUI BUSSAN KAISHA,
8, Queen's Road Central.

Hongkong, January 2, 1894. 1

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as 'CONNAUGHT HOUSE,' offers First-Class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor and Manager.

Hongkong, November 24, 1894. 1907

PRIVATE BOARD and RESIDENCE for LADIES and GENTLEMEN. Special attention to Ladies' comfort. Accommodation for Table Boarders. Central situation.

Mrs. MATHER,
2 and 3 Peddar's Hill.

Hongkong, July 24, 1893. 1287

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.
Address: Care of SUPERINTENDENT.

To-day's Advertisements.

FOR SHANGHAI.

The Steamship *Peiyang*, Captain R. KÖHLER, will be despatched for the above Port on SATURDAY, the 4th Inst., at 4 p.m.

For Freight or Passage, apply to
SIEMSSEN & Co.

Hongkong May 2 1895 825

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA *VIA* AMOY.

The Co.'s Steamship *Zafiro*, Captain GERARD, will be despatched for the above Ports on SATURDAY, the 4th Instant, at 6 p.m.

This Steamer has superior Accommodation for Passengers.

For Freight or Passage, apply to
SHEWAN & Co.,
General Managers.

Hongkong, May 2, 1895. 829

To-day's Advertisements.

GOVERNMENT BILLS.

TENDERS for SPECIE, Mexican Dollars, current in this Colony, and weighing 7.1.7, in Exchange for STERLING BILLS, drawn at 10 days' sight, on the Lords Commissioners of HER MAJESTY'S TREASURY, LONDON, will be RECEIVED by the DISTRICT PAYMASTER, Army Pay Department, until 11 a.m., on MONDAY, the 6th Instant.

The Tenders to state the Total Amount required (in *Pounds Sterling*), and the Amount for which each Bill should be drawn, but no Bills will be issued for sums less than £100.

The Tenders to be in Duplicate, and in Sealed Covers, addressed to the District Paymaster, Army Pay Department, and endorsed 'Tenders for Government Bills.'

The right to accept or reject any or all of the Tenders is reserved.

G. K. MOORE,
MAJOR,
Ag. District Paymaster, China.

HER MAJESTY'S TREASURY OFFICE,
Queen's Road,
Hongkong, 2nd May, 1895. 826

HONGKONG RIFLE ASSOCIATION.

SATURDAY, 4TH MAY, 1895,
AT 2.45 P.M.

PRACTICE for INTERPORT MATCH, CUP & SPOONS. Ranges—200, 500 and 600 yards. Shots—Five, and at each range a sighting shot. Entrance, 50 Cents.

After the Practice the Team will be selected for the Interport MATCH, which will be Shot off on MONDAY, 6th May.

G. K. MOORE,
Hon. Secretary.

Hongkong, May 2, 1895. 830

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Kriemhild*, Captain FÖRCK, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., LD., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th Inst., at 3 p.m.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.

Hongkong, May 2, 1895. 827

FOR YOKOHAMA AND KOBE.

The Steamship *Kriemhild*, Capt. TH. FÖRCK, will be despatched for the above Ports on SATURDAY, the 4th Instant, at

This Steamer has superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to
SIEMSSEN & Co.

Hongkong, May 2, 1895. 828

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

The Co.'s Steamship *Namoa*, Captain ROACH, will be despatched for the above Port on SUNDAY, the 5th Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, May 2, 1895. 831

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

The Co.'s Steamship *Formosa*, Captain HODGINS, will be despatched for the above Ports on SUNDAY, the 5th Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, May 2, 1895. 832

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

The Co.'s Steamship *Thales*, Capt. BATHURST, will be despatched for the above Ports on SUNDAY, the 5th Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, May 2, 1895. 833

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY AND JAVA.

The Steamship *Hupeh*, Captain QUAIL, will be despatched as above on MONDAY, the 6th Instant, at 4 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 2, 1895. 786

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

GLENESSLIN, British ship, Capt. Thos. B. Pritchard,—Standard Oil Co.

Vessels Advertised as Loading.

Destination.	*Vessels.*	*Agents.*	*Date of Leaving.*
Amoy and Java.........	Hupeh (s)	Butterfield & Swire...	May 6, at 4 p.m.
Amoy and Tamsui.....	Formosa (s)...............	Douglas Lapraik & Co.	May 5, daylight.
Bremen, Hamburg, &c.	Nürnberg (s)...............	Norddeutscher Lloyd	About May 12.
Japan......................	Ancona (s)...............	P. & O. S. N. Co...	May 11, daylight.
Kobé and Yokohama..	Brindisi (s)...............	P. & O. S. N. Co....	May 6, at noon.
London and Hamburg	Volute (s)	Arnhold, Karberg & Co.	May 5.
London & Ports of Cal.	Rosetta (s)...............	P. & O. S. N. Co.....	May 9, at noon.
London, v. Suez Canal	Sarpedon (s)...............	Butterfield & Swire...	May 9.
London...................	Bombay (s)...............	P. & O. S. N. Co......	About May 7.
London, v. Marseilles.	Canton (s)...............	P. & O. S. N. Co.....	About May 14.
Manila, via Amoy......	Zafiro (s)...............	Shewan & Co...........	May 4, at 5 p.m.
Marseilles, v. Saigon	Salazie (s)...............	Messageries Maritimes	May 15, at noon.
N'saki, Kobé & Y'hama	Eton (s)...............	Dodwell, Carlill & Co.	May 5, daylight.
NewYork, v. SuezCanal	Macduff (s)...............	Dodwell, Carlill & Co.	About May 20.
New York...............	Sachem...............	Carlowitz & Co.........	Quick despatch.
Portland (Oregon).....	Chittagong (s)...............	Shewan & Co...........	About May 15.
S. Francisco, v. Japan	Belgic (s)...............	O. & O. S. S. Co.....	May 9, at noon.
S. Francisco, v. Japan	Peru (s)...............	Pacific Mail S. S. Co.	May 18, at noon.
San Francisco.........	Queen Margaret........	Shewan & Co............	Quick despatch.
Shanghai	Peiyang (s)...............	Siemssen & Co.........	May 4, at 4 p.m.
Shanghai	Rohilla (s)...............	P. & O. S. N. Co......	About May 6.
Shanghai and Kobé....	Shanghai (s)...............	P. & O. S. N. Co......	May 4, at noon.
S'pore, Penang & C'tta	Catherine Apcar (s)....	D. Sassoon, Sons & Co.	May 3, at 3 p.m.
Sourabaya, &c.	Shantung (s)...............	Butterfield & Swire...	May 6.
Swatow	Namoa (s)...............	Douglas Lapraik & Co.	May 5, daylight.
Swatow, Amoy & T'foo	Thales (s)...............	Douglas Lapraik & Co.	May 5, daylight.
Tientsin..................	Nanchang (s)...............	Butterfield & Swire	May 3.
Vancouver (B.C.) &	Empress of Japan (s)..	Canadian P'fic R. Co.	May 22, at noon.
Victoria (B.C.), &c...	Victoria (s)...............	Nor. P'fic S. & R. Cos.	May 4, at noon.
Yokohama and Kobé..	Kriemhild (s)...............	Siemssen & Co.........	May 4, at 4 p.m.
Yokohama and Kobé..	Bogstad (s)...............	Butterfield & Swire...	May 6.

SHIPPING

ARRIVALS.

May 2:—

Jordan, British steamer, from Canton.

Benlomond, British steamer, 1,753, C. R. McIntosh, London via Suez Canal March 13, and Singapore April 26, General.—GIBB, LIVINGSTON & Co.

Kalgan, British steamer, 1,154, Outerbridge, Barry March 14, and Singapore April 26, Coal.—BUTTERFIELD & SWIRE.

Phra Chula Chom Klao, British steamer, 1,012, James Williamson, Bangkok April 23, and Koh-si-chang 26, General.—YUEN FAT HONG.

Kriemhild, German steamer, 1,904, Th. Förck, Hamburg and Singapore April 26, General.—SIEMSSEN & Co.

Rio, German str., 1,069, F. Bendixen, Saigon April 28, Rice.—WIELER & Co.

Propontis, British steamer, 1,390, W. H. Farrand, Saigon April 28, Rice.—CHINESE.

Nanchang, British steamer, from Canton.

Namoa, British steamer, 863, J. Roach, Foochow April 30, and Amoy May 1, General.—DOUGLAS STEAMSHIP Co.

Tritos, German str., 1,805, P. Cornelsen, Bangkok April 25, Rice.—SIEMSSEN & Co.

Tainan, British steamer, 1,050, G. Ramsay, Sydney April 12, General.—BUTTERFIELD & SWIRE.

Cheang Chew, British str., 1,213, Fred. Webb, Singapore April 26, General.—HUNG CHEONG LEONG.

DEPARTURES.

May 2:—

Lyeemoon, for Canton.
Haitan, for Swatow.
Freja, for Hoihow.
Taichiow, for Singapore.
Siam, for Swatow.
Bormida, for Singapore and Bombay.
Kalgan, for Nagasaki.

CLEARED.

Tetartos, for Saigon.
Progress, for Touron.
Jordan, for Nagasaki.
Krim, for Saigon.
Fannie Skolfield, for Mantung.

PASSENGERS.

ARRIVED.

Per *Benlomond*, from Singapore, 200 Chinese.

Per *Kalgan*, from Barry, Mrs Hutchinson and 3 children, and Mrs Goodall.

Per *Phra Chula Chom Klao*, from Bangkok, 30 Chinese.

Per *Kriemhild*, from Hamburg, &c., Miss A. Benett, for Shanghai; 270 Chinese, for Hongkong.

Per *Propontis*, from Saigon, 14 Chinese.

Per *Namoa*, from Coast Ports, Mr Edwards, Mrs Tipp and child, and 68 Chinese.

Per *Tritos*, from Bangkok, 16 Chinese.

Per *Tainan*, from Sydney, &c., Messrs Ford, Metcalf, Levy, Welburne, Gittens, Staunton, Parker, Mr and Mrs Wills, Mr P. Wills, Mr and Mrs Montgomery, and 6 Europeans, and 58 Chinese.

DEPARTED.

Per *Memnon*, for Sandakan, Messrs E. L. Woodin and S. Oura.

Per *Freja*, for Hoihow, 30 Chinese.

Per *Haitan*, for Amoy, Mrs Ewenson; for Foochow, Right Rev. Bishop J. Torres and M. Velasco, Rev. F. Garcias, Messrs M. D. Vania and Balloch.

Per *Taichiow*, for Singapore, 587 Chinese.

Per *Siam*, for Swatow, 100 Chinese.

Per *Bormida*, for Singapore, 662 Chinese.

Per *Kalgan*, for Nagasaki, 5 Europeans.

TO DEPART.

Per *Tetartos*, for Saigon, 13 Chinese.

Per *Progress*, for Touron, 31 Chinese.

Per *Krim*, for Saigon, 10 Chinese.

Per *Fannie Skolfield*, for Mantung, 2 Chinese.

SHIPPING REPORTS.

The British steamer *Benlomond* reports: Had fine weather throughout the passage.

The British steamer *Kalgan* reports: Had light winds and calms from Suez to port.

The British steamer *Phra Chula Chom Klao* reports: Experienced variable winds and fine weather throughout.

The British steamer *Propontis* reports: Left Saigon April 28th, had light to moderate South-Easterly winds and fine, from port to port.

The British steamer *Namoa* reports: Left Foochow April 30th, moderate S.W. breeze and fine clear weather. Ran into thick fog Bank, after passing Warning Rocks. After passing Turnabout it lifted a little, but still kept hazy over the land and so until reaching Amoy. Left Amoy 1st May, with moderate E.N.E. breeze and thick wet mist; which we kept until passing the Lammocks. From there to port, fine clear weather and light variable wind. In Amoy: steamers *Hailoong*, *Thales*, *Feilung*, *Presto* and *Bygdo*.

The British steamer *Tainan* reports: Strong S.E. wind on Australian Coast; fine weather, light wind from Port Darwin to Hongkong.

EXPORT CARGOES.

Per s. s. *Preussen*, sailed 30th April:—For Bremen, 4 cases Cigars, 124 rolls Merchandise, 1 case Blackwoodware, 2 cases Bristles, 6 cases Feathers, 7 cases Sundries, and 15 bales Feathers; for Beyrouth, 22 cases Glass Bangles; for Rotterdam, 10 pkgs. Tea and 9 pkgs. Ginger; for Milan, 50 bales Waste Silk; for Alexandretta, 10 boxes Glass Bangles; for Antwerp, 60 cases Bristles, 35 bales Bamboo-taps, 56 bales Rattancore, 1 case Cigars, 60 bales Feathers, 41 rolls Matting, 112 bales Bamboo-scraps and 9 cases Chinaware; for Copenhagen, 3 cases Ginger; for Hamburg, 333 bales Feathers, 4 cases Sundries, 1 pkge. Silks, 1 case Tea, 21 cases Essential Oil, 223 pkgs. Fire Crackers and 2 cases Cigars; for Colombo, 39 pkgs. Merchandise; for Genoa, 15 pkgs. Merchandise and 255 bales Waste Silk; for Amsterdam, 37 pkgs. Ginger, 26 cases Chinaware, 2 cases Samples, 20 bales Teastick, 18 bales Chinaware and 27 rolls Matting; for Basel, 268 bales Waste Silk.

Per s. s. *Oxus*, sailed 1st May:—For Continent, 97 bales Raw Silk, 25 bales Hair, 2 cases Silk Piece Goods, 12 cases Curios, 2 cases Earthenware and 6 cases Sundries. For London: from Foochow, 400 boxes Tea (particulars unknown).

POST OFFICE NOTICES.

MAILS will close:—

For SINGAPORE, PENANG & CALCUTTA.—
Per *Catherine Apcar*, at 2.30 p.m., on Friday, the 3rd May.

For SHANGHAI, KOBE, YOKOHAMA, VICTORIA, B.C., & TACOMA.—
Per *Victoria*, at 11.30 a.m., on Saturday, the 4th May, instead of as previously notified.

For TIENTSIN.—
Per *Nanchang*, at 11.30 a.m., on Friday, the 3rd inst.

For SWATOW.—
Per *Sishan*, at 1.30 p.m., on Friday, the 3rd inst.

For SHANGHAI & KOBE.—
Per *Shanghai*, at 11.30 a.m., on Saturday, the 4th inst.

For SHANGHAI.—
Per *Peiyang*, at 3.30 p.m., on Saturday, the 4th inst.

For SWATOW, SINGAPORE & BANGKOK.—
Per *Devawongse*, at 8.30 a.m., on Sunday, the 5th inst.

For KOBE & YOKOHAMA.—
Per *Brindisi*, at 11.30 a.m., on Monday, the 6th May.

For YOKOHAMA & KOBE.—
Per *Bogstad*, at 3.30 p.m., on Monday, the 6th May.

For AMOY & JAVA.—
Per *Hupeh*, at 3.30 p.m., on Monday, the 6th inst.

For SINGAPORE, SAMARANG & SOURABAYA.—
Per *Shantung*, at 9.30 a.m., on Tuesday, the 7th inst.

For KOBE.—
Per *Straits of Dover*, at 3.30 p.m., on Wednesday, the 8th May.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr J. W. Bolles
Mr F. Bornemann
Mr G. C. Bowman
Mr W. J. Canter
Mr W. A. Duff
Mr J. B. Duncan
Mr & Mrs E. Farago and children
Mr G. Fenwick
Col. O'Gorman
Mr Douglas Graham
Mr F. B. Hardy
Mr C. Harris
Mr A. Hawley
Hawthorne Company
Mrs Hodgins
Mr J. Kinghorn
Mr W. Krumme
Mr E. B. Michell
Mr T. Mitchell
Mr J. de Navarro
Mrs Ommaney
Mr W. Parfitt
Mr C. E. Samuels
Mr F. Schlusser
Mr and Mrs J. P. Thomas and child
Mr R. Thomas
Miss Tusson
Mr R. H. R. Wade
Mr H. E. Wodehouse

PEAK HOTEL.

Mrs J. Anderson
Dr. F. H. Bowers
Mr J. G. Buckle
Miss Coe
Capt. van Corbach
Mr H. Crombie
Mr R. P. Dipple
Mr Droeze
Mr D. Farquharson
Mr W. S. Harrison
Mr A. Hill
Mr Geo. Holmes
Mrs Geo. Holmes
Mr F. D. Maclean
Major and Mrs G. K. Moore
Mr G. H. Medhurst
Dr. and Mrs A. S. Nance
Major The Hon. E. Noel
Mrs Noel and child
Mr J. Rankin
Mr Sandelands
Mr and Mrs Sansom
Mr A. B. Skottowe
Mr F. H. Slaghek
Mr and Mrs A. Findlay Smith & family
Mrs Alfred Smith
Mr A. G. Stokes
Rev. and Mrs Vallings

MOUNT AUSTIN HOTEL.

Mr and Mrs Arthur Anderson
Mr H. Boetel
Major & Mrs Garnett Botfield, R.A.
Mr Hart Buck
Dr. and Mrs J. Cantlie and child
Mr and Mrs Charles Cohen
Mr J. B. Coughtrie
Mr Henry Crawford
Miss Galfre
Mr Chantrey [illegible]
Mr R. Inglis
Mr and Mrs Macbean, children and nurse
Mr C. Malson
Mr McNeill
Mr H. E. Meyerink
Mr and Mrs Geo. S. Palmer
Mr Schrameier
Mrs Münster Schultz and child
Capt. A. Tillett
Mr H. E. Tomkins
Mr W. S. Wyles

WINDSOR [illegible]

Mr G. W. Allen
Mr J. W. Brown
Mr and M[illegible] W. D. Carey
Mr Lester Carey
Miss Dot Carey
Miss Cynthia Carey
Commander Marquis Miguel Velasco y Quarteroni, R.S.N.
Mr C. B. Davies
Mr E. H. Derrik
Mr Durant
Mr F. Ezekiel
Mr J. B. Farrell
Mr P. Foster
M[illegible] O'D. Gourdin
[illegible] Groves
Mr Hunt
Capt. Hunt, A.S.C.
Mr E. F. Liebe
M. G. Manicus
Mr and Mrs Mar'y
Dr McDonald
Capt. McDougall
Mr E. W. Rapp
Sergt. O'Regan, R.N.
Mrs O'Regan
Mr Carl Rombach
Mr D. C. Smith
Mr W. Wheeler

MEMOS. FOR TO-MORROW.

Shipping.

3 p.m.—*Catherine Apcar* leaves for Straits and Calcutta.

Nanchang leaves for Tientsin.

Auctions.

2.30 p.m.—Auction of Japanese Wares, &c., at Mr J. M. Armstrong's.

Amusements.

9 p.m.—Performance at the City Hall.

General Memoranda.

SATURDAY, May 4:—
2.30 p.m.—Auction of Household Furniture, &c., at Mr Geo. P. Lammert's.
2.45 p.m.—Competition of the Hongkong Rifle Association.
9 p.m.—Performance at the City Hall.
MONDAY, May 6:—
11 a.m.—Tenders for Government Bills received by the Chief Paymaster.
THURSDAY, May 9:—
Goods per *Kriemhild* undelivered after this date subject to rent.

Exchange.

HONGKONG, May 2, 1895.

On London—	
Bank, Wire, ...	2/1⅜
„ On demand, ...	2/1⅜
„ 30 days' sight, ...	—
„ 4 months' sight, ...	2/1⅝
Credits, 4	2/1⅝
Documentary, 4 months' sight, ...	2/2
On Paris—	
On demand, ...	2.66
Credits, 4 months' sight, ...	2.72
On Berlin—Demand,...	2.15
On New York—	
On demand, ...	51½
Credits, 60 days' sight, ...	53
On Bombay—	
Wire, ...	193
On demand, ...	193¼
On Calcutta—	
Wire, ...	193
On demand, ...	193¼
On Shanghai—	
On demand, ...	72
30 days' sight, private paper ...	72¾
Gold Leaf, 100 fine (per tael)	$48.25
Sovereigns (Bank's buying rate)	$ 9.27
Silver (per oz.)	30¼d.

Quotations.

HONGKONG, May 2, 1895.

OPIUM—New Patna, cash,...	$767½	
„ Old „ cash,...	—	
„ New Benares, cash,	755	
„ Old „ cash,	—	
„ New Malwa, credit, Allowance, Taels,...		No sales.
„ Old Malwa, credit, Allowance, Taels,...		
„ Persian, Oily, cash, Allowance, Taels,...		
„ Persian, Paper tied Allowance, Taels,...		

NOTICE TO SUBSCRIBERS.

FROM the 1st January, 1895, the Subscription to the CHINA MAIL will be as follows:—

For the Quarter.........$7.00
„ Month.........2.50

Copies of the 'CHINA MAIL' may be obtained at the Hongkong Hotel.

CHINA MAIL OFFICE, Hongkong.

A. S. WATSON & Co.,
LIMITED.
ESTABLISHED A.D. 1841.

Wines and Spirits.

All these are SELECTED by our LONDON HOUSE, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits and enabling us to SUPPLY the BEST GROWTHS at MODERATE PRICES.

PRICE LISTS, with full details, to be had on application.

PORT.—After removal should be a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape, and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The Scotch Whisky marked 'E' is universally popular and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong Market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., LIMITED,
THE HONGKONG DISPENSARY.

Hongkong, January 7, 1895. 45

☞ *The publication of this issue commenced at 6.30 p.m.*

The China Mail.

HONGKONG, THURSDAY, MAY 2, 1895.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*St. Giles*, March 19; *Laurel Branch*, 22; *Straits of Sunda*, 26; *Benlomond*, *Athole*, 29; *Hazel Branch*, April 2; *Specialist*, *Glenfarg*, *Braemar*, 9; *Shengking*, *Aglaia*, *Formosa*, *Chingwo*, *Renown*, 16; *Glamorganshire*, *Oceanien*, 23.

HOMEWARD BOUND:—*Glenshiel*, March 29; *Glenfalloch*, *Hertha*, April 5; *Monmouthshire*, *Gerda*, 16; *Myrmidon*, 19; *Vindobona*, *Malacca*, 23.

The M. M. Co.'s s. s. *Manche*, with the FRENCH MAIL ex *Melbourne* of March 20, left Saigon on Tuesday, April 30, at 8 a.m., and may be expected here on or about Friday, the 3rd May. This Packet brings replies to letters despatched from Hongkong on Feb 20.

The M. M. s.s. *Melbourne* left Saigon on May 1, and may be expected here on or about May 4.

The P. & O. Co.'s s. s. *Rohilla*, with the ENGLISH MAIL of 5th April, left Singapore for this port on Tuesday, April 30, at 4 p.m., and may be expected here on or about Monday, the 6th May. This Packet brings replies to letters despatched from Hongkong on Feb. 28.

The N. L. Co.'s s.s. *Karlsruhe*, with GERMAN MAIL of April 8, left Colombo on Saturday, April 27, and may be expected here on or about Wednesday, May 8.

The s. s. *Tacoma*, from Victoria, left Yokohama for this port on April 28, via Japan ports.

The P. M. s. s. *Peru* left San Francisco for this port, via Yokohama and Nagasaki, on April 13.

The *Empress of Japan* left Vancouver for this port on April 22.

The O. & O. s.s. *Coptic* left San Francisco for this port on, via Honolulu, Yokohama and Nagasaki, April 23.

The s.s. *Eton* left Singapore on April 26, and may be expected here on or about May 3.

The N. Y. K.'s chartered s. s. *Angers* left Singapore on April 28, and may be expected here on or about May 7.

The Norddeutscher Lloyd's extra steamer *Hohenzollern* left Singapore on April 29, and may be expected here on or about May 6.

The s.s. *Wingsang*, from Calcutta & Straits, left Singapore for this port on May 1, and may be expected here on or about May 7.

The N. Y. K. chartered s.s. *Azamor* left Bombay on April 28, and may be expected here on or about May 17.

The P. & O. s. s. *Formosa* left London for this port on April 4.

The P. & O. s.s. *Java* left London for this port on April 14.

THE M. M. Company's steamer *Melbourne* left Saigon for Hongkong yesterday, at 5 p.m.

THE N. Y. K. chartered steamer *Angers* left Singapore on the 28th ult., and may be expected here on or about the 7th inst.

THE O. & O. s. s. *Coptic*, with mails, &c., left San Francisco for this port, via Honolulu, Yokohama and Nagasaki, on the 23rd ultimo.

THE *Empress of India* arrived at Amoy at 8 a.m. to-day, and left again at noon for Vancouver, via Shanghai, Nagasaki, Kobe, Yokohama and Victoria.

THE Interport Rifle Match will take place on Monday, 6th May. The Hongkong team will be selected on Saturday after practice.

VESSELS IN THE DOCKS:—At *Kowloon*—Irene, Spanish cruiser Reina Cristina, Mongkut, Verona, Formosa, Chuentiao. *Cosmopolitan*—Nurnberg, Honam. *Aberdeen*—(none.)

ON his farewell trip Captain E. De Negri, of the Nav. Gen. It. steamer *Bormida*, was presented by the Chinese merchants who have been availing themselves of the Italian line to the Straits and Bombay for years past, with a handsome and richly-decorated silk flag, as a recognition of the valuable services he has rendered to them during the time he has been in command of the *Stura*, *Bisagno*, and *Bormida*.

THE *Echo Macaense* of the 1st instant says:—We learn from trustworthy sources that during the last few days sporadic cases of bubonic fever in Macao have decreased, and the authorities are now collecting regular statistics. Nevertheless the cleansing and disinfecting works have not ceased, and it is hoped that in a few days the whole city will be thoroughly cleansed and disinfected so that the bacillus can find no place in which to live and propagate. As one of the hygienic measures, the public drains are being flushed out by means of the Government and Opium Farmer's fire-engines. Count de Senna Fernandes and Mr Firmino Machado have volunteered to superintend the work.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

J. D. Humphreys and Son	$ 25
Harvie and Co.	20
Ho Wyson	10
Hughes and Hough	10
T. Sercombe Smith	10
A. K. Travers	10
Geo. A. Caldwell	5
Chas. Ford	5
A. Seth	5
P. D. Gotla and Co.	2

NEW Piano Repairing Machinery arrived for W. Robinson and Company.

NEW Comic Song and Dance Albums, at W. Robinson and Company.

OWING to the scarcity of water at Macao the Government is freely distributing water throughout that Colony. The water is brought to the Colony by boats.

A CONDENSED translation of Dr J. A. Lowson's excellent report on Bubonic Plague, as published in the *Gazette* of April 13, is appearing in the *Echo Macaense*.

NO cases of plague were reported in Hongkong yesterday or to-day. The Government is still taking every precaution for the detection of cases, and everything is now ready for the treatment of plague patients.

BY order of the Government, says the *Echo Macaense* of the 1st instant, ten matsheds were erected at Estrada de Solidão for reception of plague patients, but up to the time of writing not a single admittance was reported, thank God, and—in spite of the *Quinceys*.

THIS morning at the Magistracy Fung Shing, boatwoman (stated to be 16 years of age), and Ip Kam Yung, boatman, were charged with depositing the body of a child in a cave on the Pokfulam Road. A watchman stated that he saw the woman place the body in the cave. The second defendant was standing close by. Mr Wodehouse bound over the woman in a small sum to be of good behaviour and discharged the man.

WE understand there have been numerous complaints by Kowloon residents about soldiers bathing on the beach at Tsimshatsui, and the matter has been looked into by the police, with the result that one man has been charged at the Police Court with bathing in a prohibited place. It might be pleaded very reasonably by Kowloonites that even the authorised place for the soldiers' bathing stance is unduly public now that the roadway has been completed between Hunghom and Tsimshatsui, and as it would be inconsiderate to prohibit bathing altogether either the military or the civil authorities should erect a cheap matshed on the beach for the convenience of bathers. As it is, the bathing on the Kowloon side is as public and we might almost say as indecent as bathing off the new Praya Wharf. Now that the bathing season has opened, the matter should certainly be looked into at once.

UNDER the heading of 'Hongkong and Macao,' the *Echo Macaense* of the 1st instant says:—H. E. the Governor of Hongkong, relying on false information given him regarding the bubonic plague in Macao, decreed on the afternoon of the 23rd April last the prohibition of immigration into Hongkong of all Chinese from Macao and Hainan until further orders. Nothing, however, is said regarding Canton, where the plague must have been worse than anywhere else. An extraordinary number of Chinese have gone to Hongkong from Canton since the 23rd April. It must be borne in mind that these passengers were not in the majority of instances from Canton proper, or rather were not exclusively from Canton. How can it be explained that the noble Governor, while closing his door to Macao—a city well-known for its salubrity and which last year was free from the epidemic—leaves the door open to passengers from Canton, where the plague might be said to have never ceased to be epidemic as the Chinese authorities did not make any effort to combat the disease, nor had they the means to do so. Through Canton infection could be carried to Hongkong from all parts of China! Has His Excellency in view only a desire to mar Macao? It is difficult to believe, but it seems to be so.—[It may be that our contemporary has good grounds for expressing surprise at the stoppage of Chinese immigration from Macao to this Colony and not from Canton, but we hardly think he manages to make out a better case for Macao by his method of expression. We are sure His Excellency has no desire whatever, either remote or immediate, to injure the neighbouring Colony, and after the resolution passed by the Sanitary Board he could not very well help himself. The Immigration Prohibition proclamation followed as a matter of course upon the resolution of the Board. Our neighbours of Macao may rest assured that the prohibitory order will be raised as soon as the Hongkong authorities are satisfied that the plague is not present in epidemic form in Macao, but we cannot help thinking that it would have been better for both Colonies had the Macao authorities shown a totally different spirit over this matter. The residents of Macao must bear in mind that the interests of Hongkong are far too important to risk the re-introduction of the bubonic plague. —ED., *C.M.*]

THE aggregate length of telegraph lines in existence throughout the world is computed at 10,69,123 miles. This total is made up as follows: Europe, 382,937 miles; Asia, 67,575 miles; Africa, 21,697 miles; America, 548,828 miles; and Australia, 47,812 miles.

A MAN who was preaching on Temperance in Hyde Park some time ago was setting up Dives as a model. He said, 'Now when Dives was in Hell, what did he ask for? Spirits, whisky or beer? No,—only water.' 'Ah!' said one of the crowd, 'that's where you temperance men go to, is it?'

PIANOS by all the best makers for Hire or monthly payments, at W. Robinson & Co.

NOT a little of the difficulties which lie in the way of intercourse with the foreigner, is his persistent belief in his knowledge of our language. We ourselves are often painfully impressed by our own want of knowledge of continental English, but the following beats anything we have received;—A well-known firm of merchants in Bombay this week received a letter from Munich, in which the writer first addressed the merchants in German and then fearing that perchance there was not a member of their staff who was acquainted with the language, went to the pains of endeavouring to express in English the purport of the original letter. The 'translation,' a wonderful example of 'English as she is taught in Germany' runs thus:—'Whit present permit I me your complaisance to pretension to take I entreat thy courteous my petition exculpate to woolen. When they the goodness have and me to my collection the of that place usual mark stamp (worthless) to send woolen. I to tell your before mean best thank and I am your always with pleasure to return willing and signature with particular respect. . . .'

THE detection of the gas argon in the atmosphere is being followed by a rapid series of discoveries of great interest. Chemists have long known, theoretically, of the existence of another element, which has been called 'helium,' and which was revealed by the spectroscope, in the sun's rays. It was not known to exist in this planet. Professor Ramsay, a few days ago, in order to ascertain whether there was something in the world with which argon would keep company, was examining the extremely rare earth found in Norway, known as cleveite. When this mineral was treated with weak sulphuric acid it gave off a gas which has hitherto been regarded as nitrogen. The professor found by close examination that it was not nitrogen but argon, and, moreover, there was associated with it another gas, which he found to be—to use his words—'a gas which has not yet been separated.' He submitted it to Professor Crookes, and the result is to show that gas thus found is helium. M. Berthelot, continuing his experiments in Paris, found in manipulating argon he developed at ordinary pressure a magnificent fluorescent substance, greenish-yellow in color, and characterized by the spectrum as similar to that of the aurora borealis. From this he deduced that the northern lights are caused by a fluorescent matter derived from argon and engendered through the influence of electrical emanations developed in the atmosphere. Still another scientific triumph of the week is the liquefaction of hydrogen by Professor Olszewske of Cracow, Professor Dewar's rival. He finds that the lightest of all gasses liquifies at 253 degrees below zero.

THE following note is published in the Pilot Chart of the North Pacific Ocean, issued by the U.S. Hydrographic Office. The effect of the excessive refraction found in making observations of the sun in the Red Sea is the subject of a report recently received from Lieutenant W. A. Marshall, of the U.S.S. *Detroit*, Commander J. S. Newell, commanding, and it is suggested that many zigzag tracks made in these waters are from this cause rather than from cross currents, as has been supposed. Having had previous experience in navigating the Red Sea, the report states special attention was given to the subject during the passage of the *Detroit*. From off Shadwan Island Lighthouse the ship was headed directly for The Brothers, which were made as calculated upon, while the same result was had in running to Daedalus Shoal Lighthouse. From the latter point one course was steered for 63 hours for the Island Jebel Teir, a distance of 656 miles, and it was sighted directly ahead, but from the latter island to the small Strait of Bab-el Mandeb a current of 1½ knot an hour setting N.N.W. ¾ W. *magnetic* was encountered. As determined from stellar observations, errors of from 12 to 18 minutes of longitude resulted from a.m. and p.m. observations of the sun, notwithstanding that the utmost care was practiced in making the same. With the exception of meridian altitudes for latitude, solar observations were not relied upon during the passage, the ship being navigated entirely by means of early twilight, dawn, and night star sights. During the run from Jubal Strait to Jebel Zukur Island a number of steamers standing up or down the Red Sea were sighted that were being steered from one to three points away from the course of the *Detroit*.

'CAPTAIN SWIFT' AT THE CITY HALL THEATRE.

Like most of the plays presented to Hongkong theatre-goers by the Grace Hawthorne Company 'the woman with a past' figures prominently in 'Captain Swift,' which was staged at the City Hall Theatre last night. Mr Haddon Chambers, however, has managed to subordinate her to other incidents which savour of Ibsen. The son of Mrs Seabrook is taken to Australia as an infant and brought up by strangers, where he takes to a bush-life and becomes the notorious bush-ranger, Captain Swift, who yet has many fine traits of character about him. He comes to England as Mr Wilding, meets his unknown mother as Mrs Seabrook, with whose husband he has become acquainted. Here he falls in love with Stella Darbisher, who appears to be Mrs Seabrook's daughter by a previous marriage. Curiously Wilding's identity is suspected by Marshall, the butler, who was brought up with him as a boy in Australia, and a scar on Wilding's wrist converts the suspicion into certainty. Mr Gardiner, a Queensland squatter, who comes to England and visits the Seabrooks, was once robbed by Captain Swift, and shows Wilding that he too recognises him, but that he likes him, will keep his secret, and will aid him. An Australian detective turns up and is put on the track by Marshall. Meanwhile Mrs Seabrook discovers that Wilding is her son, a painful interview follows, and Wilding is in despair when he finds he must abandon all thought of Stella. Pursuit is at hand, Mrs Seabrook and Gardiner endeavour to help Wilding to escape, but he shoots himself behind the scenes, staggers on, and dies. The curtain falls with the chief characters grouped in horror around his prostrate body.

Mr Montgomery showed his versatility by taking the part of *Capt. Swift*, which he played with dignified deportment. He was seen to much advantage in the emotional situations with *Mrs Seabrook*, who found a careful exponent in Miss Blanche Ripley. Miss Grace Hawthorne displayed more of her ability as an actress in what was after all a minor part, *Stella Darbisher*. Mr Hogan Armidale and Mr W. G. Carey gave careful and intelligent readings of their parts, while the minor characters were also well filled.

To-night 'Dandy Dick,' a capital farce, will provide a good laugh for the audience.

W. ROBINSON and Company for the highest class Piano Tuning and Repairing.

HONGKONG GOLF CLUB.

CAPTAIN'S CUP.

The Captain of the Club, Commodore Boyes, R.N., having very kindly again presented a cup to be played for monthly during the year, the first stage in connection with the same took place in the Happy Valley from April 27th to 30th. The cup for the first time is now held by Mr J. Thurburn, who, it will be remembered, won the Captain's Cup outright last year, and is now evidently bent on making a bold bid for this one as well. His score of 79 is an excellent one, coming as it does after a recent reduction of his handicap. The same player also annexes the sweepstakes, this time contenting himself with a modest 82. Captain Eccles, R.E., as in the recent MacEwen competition, is again runner up. Results:—

Mr J. Thurburn *	94	15	79
Captain W. V. Eccles, R.E.	92	8	84
Mr H. L. Dalrymple	100	10	90
Mr C. Palmer	101	11	90
Captain O. P. Marshall	111	21	90
Rev. R. F. Cobbold	106	13	93
Captain R. M. Rumsey	103	8	95

* Wins the Cup.

SWEEPSTAKES.

Mr J. Thurburn *	97	15	82
Captain W. V. Eccles, R.E.	92	8	84
Mr H. L. Dalrymple	99	10	89
Mr W. S. Frewd, R.N.	107	18	89
Commodore Boyes, R.N.	101	11	90
Mr C. Palmer	101	11	90
Captain O. P. Marshall	111	21	90
Rev. R. F. Cobbold	106	13	93

* Wins the Sweep.

ROYAL HONGKONG YACHT CLUB.

THE CIVILIANS CUP.

The last race of the season, for a Prize presented by the civilian members of the Club, was sailed on Sunday last, the 28th April, under a sealed handicap.

The course was the same as for the Commodore's Cup, namely, from a line off the Police Pier at Kowloon Point, round a markboat near the Lyeemun Pass, round Kowloon Rock, No. 1 Dock Buoy, markboat off Lyeemun Pass and Kowloon Rock again, and finish at the starting line; distance 15 miles.

The following boats started at 11.15 a.m., in a fairly strong South-west wind:—

Arrow	6.5 rating	Lieut. Carey.
Erica	1.5 ,,	Mr Denison.
Dart	1.5 ,,	Dr Lowson.
Stella	1.6 ,,	Capt. Sterling.
Dolphin	1.9 ,,	Mr Cooke.
Payne	1.6 ,,	R. E.
Ladybird	1.4 ,,	Mr Wilkinson.
She	1.2 ,,	Mr Gale.
Cam	1.3 ,,	Mr Howell.
Seabreeze	1.0 ,,	Surg.-Capt. Westcott.
May Queen	1.0 ,,	Mr Donald.
Elfin	1.3 ,,	Mr Lammert.

The *Erica* was first across the line at the crack of the gun, followed a few seconds after by the *Dart, Payne, Dolphin, Ladybird, Elfin, Stella, May Queen* and *Cam* in a cluster; the *Stella, Arrow, She* and *Seabreeze* following close after them. The *Erica* at once went into first place, which she kept until near the Kowloon Rocks on the first round. A grand fight was carried on between the *Dart, Dolphin* and *Payne*, which lasted all through the race. The *She* sailed wonderfully well going to windward, thanks, no doubt, to a huge batten her skipper had fixed across her mainsail. *Stella* carried away part of her rigging and *Elfin* pulled off most of her stem, so they were out of the race early in the day. The markboat at the Lyeemun Pass was rounded by the *Erica* about 2 minutes in front of the *Arrow*, followed a minute after by *Dolphin, Dart* and *Payne*, with *She* and *Ladybird* not far behind. The other boats were a long way astern. In the run down to Kowloon Rock, the *Arrow* went into first place, which she held to the finish. *Erica* drew away slightly from the next boat, and *Dart* went into third place. A reach along the Kowloon shore brought the boats to the Dock buoy. The *Arrow* and *Ladybird* seeing a steamer fast to No. 1 buoy, went round No. 2. This did not help them much, but they escaped a blanketing from the steamer, which was nearly broadside to the wind. In the beat up to the Lyeemun march, the *Arrow, Erica* and *Dolphin* made better time than the rest, and the mark boat was rounded by *Arrow* about a minute in front of *Erica*, with *Dolphin* 5 minutes after the latter; *Dart* following next about a minute later, with *Payne* not far off. *She* at this point was about 10 minutes behind the leading boat and looked every inch a winner, but when it came to running she was out of it. *Erica* was sailing in fine form, and still further increased her lead from the *Dart, Payne* and *Dolphin* on the run down to Kowloon Rock the second time. A reach to the Dock Point and a short run brought the boats to the winning line, which was crossed in the following order:—

	H.	M.	S.
Arrow	2	3	45
Erica	2	8	32
Dart	2	14	48
Payne	2	15	50
Dolphin	2	16	26
Ladybird	2	22	42
She	2	23	31
Cam	2	27	35
May Queen	2	37	34
Seabreeze	2	39	07

The other boats gave up. After the race the crews assembled on the *Solent*, when the handicaps, 12 in number, were opened by the Secretary and the averages worked out by Dr Lowson with the following result:—

Arrow scratch. allows	M.	S.
Erica	0	54
Dart	10	13
Dolphin	10	23
Payne	10	51
Ladybird	13	21
Stella	15	04
Cam	18	29
She	20	04
Elfin	20	18
Seabreeze	22	04
May Queen	25	29

The corrected times for the race would then be—

	H.	M.	S.
Erica	2	8	32
She	2	13	21
Arrow	2	13	39
Dart	2	14	29
Payne	2	14	50
Dolphin	2	15	51
Cam	2	16	0
Ladybird	2	19	15
May Queen	2	21	50
Seabreeze	2	26	57

The *Erica* thus wins easily, beating the *She* and *Arrow* by about 5 minutes.

FROM an Edinburgh evening paper:—'Nobody Marrying at Burntisland.—During three months, ending on Friday, only one marriage has been celebrated at Burntisland, a town of nearly 6000 inhabitants.' There is evidently room for a little missionary effort here.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

RUSSIA AND JAPAN.

The *Times* states that Russia is preparing to mobilize her forces, although it is not considered there is any necessity for her so doing.

FRANCE AND JAPAN.

The objections of the French press to coercing Japan in the present crisis are increasing.

GERMANY AND JAPAN.

The German press expresses distaste for, and distrust in, the wisdom of Germany co-operating with France and Russia in the present crisis.

JAPAN.

The Emperor of Japan is unwell, suffering from a chill.

OBITUARY.

Admiral Sir Nowell Salmon is dead.

[This is a mistake. According to a correction issued by Reuter's Agent, it is Rear-Admiral Salmond who is dead.—ED., C.M.]

THE CHINA-JAPAN WAR.

THE SEIZURE OF THE 'YIKSANG.'

THE JAPANESE RELEASE THE VESSEL.

We are informed by the agents of the Indo-China Steam Navigation Company (Messrs Jardine, Matheson and Co.) that the Indo-China steamer *Yiksang*, seized by a Japanese warship off Taku for having on board 250 cases of cartridges and taken to Sasebo, has been released by the Japanese authorities. We stated yesterday that the Japanese Prize Court had deferred judgment on the matter, detaining, in the meanwhile, the steamer, captain, officers and crew. As the contraband cargo was put on board the vessel under a false declaration by a German firm in Shanghai, it was presumed from the first that the Prize Court would not proceed to the extreme penalty of confiscating the vessel, which was not in fault. The shareholders of the Indo-China Company may be congratulated on the termination of this stage of the case.

ALARMING NEWS FROM SOUTH FORMOSA.

BLACK FLAGS DETERMINED TO FIGHT.

SOLDIERS LOOTING.

(*From our Own Correspondent in South Formosa.*)

Taiwanfu, April 30.

News arrived from the city this morning stating that placards are being posted up by the *literati*, calling upon the people to resist the Japs, and saying that if the Imperial Government are determined to cede the Island it is better that the people should themselves ask the *British* to take it instead.

Matters are very unsettled here, and trouble may be anticipated when the Japanese arrive to take over the island. Both the Governor in the North, and the Black Flag leader at this end have declared their intention of opposing the Japanese under any circumstances, and towards that end more troops are being levied from the bands of brigands who now infest the country.

The Black Flag leader harangued his men, telling them that at the outbreak of the war he had been selected by the Emperor to defend Formosa, and though Peking has since decided to cede the Island, he meant to carry out his original orders, and therefore appealed to them to stand by him.

This bombastic speech has caused great excitement amongst all classes of Chinese, who believe the ex-brigand to be invincible, and he is convinced of this himself.

He has the reputation of ruling his troops with a hand of iron, but unfortunately does not carry this out, as they have proved on more than one occasion to be quite out of hand. For instance, the tug-boat running between Takow and Taiwanfu was fired on from Ape's Hill one morning, and on its being reported to Liu, he made the lame excuse that the shooting was probably done by one of the newly-enlisted brigands. There is little doubt that when Liu and his men retire into the country before the Japs, they will revert to their pillaging ways, and it will be *then* that business will suffer terribly.

Already, reports have arrived from the country of various robberies on a large scale, the worst case being the looting of a 'salt' mandarin's yamen by a band estimated at one thousand strong.

LATEST NEWS FROM FORMOSA.

THE PROTECTION OF FOREIGNERS.

'BILLY WATERS' IN CLOVER.

(*From our Special Correspondent with the Chinese Army*).

Tai-pah-fu, Formosa, April 27.

A demoralized government with no authority, and exerting no influence, would result in great disorder, crime, and mutiny even in our own country, but when such a state of affairs exist in a half-civilized community like this, the effect is doubly disastrous.

Petty rows and riots are of daily occurrence, but with the exception of the riot on the 22nd April, and the row yesterday, which resulted in the cutting up of one Chinese, no loss of life has been reported.

H. M. S. *Spartan* arrived yesterday, but at the time of writing the commander had not decided whether he would send a guard ashore to protect the foreigners or not.

No one who understands the situation can dispute that protection is sorely needed, and needed at once.

The twenty-five Germans, under command of Lieutenant Timme, of the German flagship *Irene*, are here and are fine looking men, conducting themselves as gentlemen and reflecting great credit on their young commander.

We are hoping for an American vessel, and, as a U.S. Consular agent has been appointed here, our hopes may be realized.

At a Consular conference called a few days ago, the Governor informed the Foreigners present that he had lost all control of his people, and unless Foreign Powers intervened, or sufficient Foreign protection was provided, as soon as it was officially known that the treaty had been ratified, Formosa would be thrown into a state of anarchy and rebellion. The Mandarins of all grades would be the first to fall, and then a war between different factions would continue until the stronger had totally conquered and subdued the weaker.

Furthermore, that he was unable to protect the lives and interests of the Foreigners on the island. Eighty thousand Chinese are armed, and the occasional riots only too plainly show that they are beginning to realise and appreciate their strength.

The Japanese will indeed find, that the greatest struggle of the whole war is yet to come.

It is one thing to secure a cage of animals, but it is quite another to tame them.

Mr Billy Waters, who I think was at one time residing in Hongkong, is at present engaged by the Governor as 'Chief instructor of Artillery' at a salary of $300 per month. Mr Prebble is the assistant instructor at $150 per month, and a Mr Christie, who I understand has the advantage of really having seen other guns, has been engaged as Infantry Instructor at $150 per month. These three gentlemen are stationed at Kelung.

LEAVING FOR THE SOUTH.

NAVAL HOSPITALITY.

A REMINISCENCE OF WEIHAIWEI.

(*From our Special Correspondent with the Japanese Army.*)

Transport *Tameshima*, March 29, 1895.

Before leaving Sasebo we had interviews with Admiral Shibaya, Capt. Takkawa, and other officers, who not only welcomed us courteously but did everything in their power for us. Whatever has occurred to qualify the cordiality shown in other quarters, we must express unqualified appreciation of the efforts made by the naval officers at this station, who really went out of their way to oblige us in a manner calling for warm thanks. It may be as well to mention, by the way, that 'we' consisted of only two, Mr G. W. Ward (*Pall Mall*) and myself. The other correspondents who have been with the Japanese troops before are still waiting for the authorities to send them to the front as promised. It is perhaps too much to expect the Japanese to tell all the correspondents where every fight is expected, after so much trouble has been taken to maintain that perfect secrecy which is such a feature of Japanese war policy. At first they told the foreigners, in effect, 'We are glad to have you with us, we will show you where the best fighting is to be, and we will take you there willingly, in good time.' It was more than other armies had done. Now they begin to find it more than they care to do. So nobody was invited to go to Formosa, though when we found out about the expedition some time later and asked to be allowed to go after it, there was no objection whatever. Thus, the other correspondents' absence may be explained on the supposition that they rely on timely invitation to anything good,—what they are not invited to see being presumably not worth seeing. It all depends on the question how far the military secretiveness of the Japanese is carried.

In Sasebo we were told that the expedition to Formosa must be now practically finished; the Pescadores had been occupied on the 19th, and the landing in Formosa was to be effected on the 23rd. That, we were assured, constituted the whole of the movement, and though we were welcome to go if we liked it would be of little use. As there is nothing to show why a landing should be made if no further movement of importance is to follow, we elected to go and see. There has not yet been any detailed report of the proceedings, nor any indication of what is to follow. Troops are again being mobilised at Hiroshima for some unknown destination, and I must not venture any prediction. The force already sent to Formosa is small; seven warships and as many transports, conveying a mixed body of about 5 000 fighting men in addition to the ships' crews, all under Admiral Ito. About once a week a transport goes from Sasebo to the headquarters of the expedition, with fresh supplies. At present there is no word of returning to Japan.

In Sasebo there are half a dozen chartered transports, one armed as a cruiser; two sailing ships, apparently used for training; one small despatch boat, and the Chinese vessel *Tsao kiang* (pronounced *So-ko* in Japanese) captured in the first engagement when the *Kowshing* was sunk. There are a few soldiers visible about the town, but no force of any importance; any expedition to start from Sasebo must be brought together by sea, as the railway is not yet anywhere near.

We were taken on board the chartered transport 'Tameshima Maru' by Lieut. Nishimura, a bright young officer who obtained promotion for bravery at Weihaiwei. He was in torpedo-boat No. 9, as sub-lieutenant, when the first attack was made on the Chinese fleet under the lee of Liukungtau. After entering the bay, by a narrow, shallow passage between the eastern end of the booms and the shore, rendered more difficult by the darkness of the night and haste necessary to accomplish the manœuvre before the enemy should awake to the danger, his boat bore away for the position known to be occupied by the Chinese ships; nearer they crept, at full speed, until the outline of the 'Tingyuen' could be discerned through night glasses at a distance of nearly half a mile. The effective range of the Japanese topedoes is about 200 metres; the Chinese search lights ought to work up to 1000 metres, and beyond that there should have been Chinese torpedo boats patrolling. For these latter, a keen watch was kept, and the Japanese blue jackets stood ready with rifles and machine guns to fight for their lives in a torpedo-boat duel, the most fearful form of modern warfare. For the thin shell of a torpedo boat, built only for extreme lightness, is easily pierced even by small arms at close range, and there is nothing floatable about such craft; the inky blackness of the night, and the intense cold of the northern winter, left the chances of life exceedingly small. But as it happened, the Chinese torpedo boats were not about; their officers and crews were only too anxious to avoid a fight. Moreover, the search lights, specially intended for such emergencies as this, were regarded by the Chinese as only an additional source of danger to themselves, and were carefully kept dark all the time. So the bold attack was carried out without a check, until the first discharge of torpedoes, at about 150 yards range. Then suddenly the Chinese warships opened fire wildly into the darkness, and the air was thick with shot and shell. Still the Japanese pressed on undaunted, and Lieut. Nishimura's boat managed to fire four torpedoes at the 'Tingyuen' before being struck. Apparently only one of the four took effect. Then a 2-in. Hotchkiss shell struck No. 9 boat, bursting the boiler and killing six men instantly. Two other men were seriously injured by the rush of steam. She was totally disabled, leaking, half her crew gone, and in the midst of a terrible hail of iron and lead from the Chinese machine guns, which had now found the range. Yet her crew heroically went on with their work, and set about reloading the torpedo tube, when that also was wrecked by a shot from the enemy. Then, when all seemed lost, and a horrible death stared them in the face, a sister-boat came to the rescue and towed the crippled No. 9 to a place of safety. Lieut. Nishimura also saw the rescue of the crew of No. 22, which was sunk in the same night; several of her men, however, were lost in the hurry and darkness.

While talking over these incidents with the lieutenant (who like most of his brother officers in the navy speaks English) we arrived on board the 'Tameshima Maru,' a chartered transport, one of the most recent purchases of the Nippon Yusen Kaisha from the Ocean Steamship Co. of Liverpool. She was formerly named 'Sarpedon,' and was built at Newcastle in 1877. She is moderately comfortable, and goes about ten knots so that we expect to reach the Pescadores by the morning of April 2. We have to call at Miyaco-shima, a small island or rather group of islets northeast of Formosa and owned by Japan as a part of the Loochoos. This ship carries a cargo of rice and other stores, and no troops or transport coolies.

JAPANESE NEWSPAPER SUSPENSIONS.

Both the *Nippon* and *Kokumin* were suspended on 15th April on the usual charge of tending to disturb the public peace. In the *Kokumin* of that day a Shanghai telegram appeared to the following effect:

'Foreigners here believe the peace negotiations will be settled at Shimonoseki, on April 14th, the terms being: 'Cession of Formosa, the Pescadores and the Kinchow Peninsula of Shingking Province, with payment of 300,000,000 yen indemnity. Conditions as to trade benefits are also to be provided.'

It is hard to see how such a telegram could tend to disturb the public peace, and perhaps the real offence is to be sought in the following cheerfully contemptuous note in the same paper:

'The Australians fear the Japanese. These poor timid folks are greatly frightened, for they apprehend aggression on the part of the Japanese. Do not be afraid! The Japanese are not the kind of people to recklessly adopt the principle of aggression. Yet stop and think awhile! To whom did Australia originally belong? The present Australians were not the original masters of the continent. They invaded the land as barbarously does the raven descend upon the peaceful dove-cote. To apprehend danger from the natural expansion of another country, without thinking of one's own action, is a bit selfish, is it not?'

Peaceful dovecote is not bad. The *Kokkai, Yomiuri, Chuwo, Niroku* and *Choya*, five leading Tokyo papers, were placed under the ban of suspension on the 16th April on the same charge of disturbing the public peace.—*Japan Advertiser.*

THE TERMS OF PEACE.

The *Nich Nichi Shimbun* publishes the terms of the Treaty of Peace concluded at Shimonseki. They are as follow:—

(1.) China recognises the independence of Korea.

(2.) China cedes to Japan the following territory, namely:—In Manchuria the whole of the district lying south of a line drawn from the point where the Anping river enters the Yalu river to the mouth of the Liao river, so as to include Fenghwan, Haicheng, and Yingkow. Also, the island of Formosa and its adjacent islets and the Pescadores group.

(3.) China pays Japan an indemnity of Tls. 200 million; that is, say yen 300 million. The payment to be effected in seven yearly instalments, and the portion unpaid to carry interest of 5 per cent. per annum. Provided that should the whole sum be paid in three years interest will be foregone.

(4.) Japan shall be entitled to all the privileges and all the tradal advantages possessed in China by Western Powers under the provisions of the most-favoured nation clause.

SUB CLAUSES.

(1.)—Japanese ships shall have free access to the ports of Shashaih, Chungking, Hangchow, and Soochow and shall be entitled to enter and freely navigate the rivers at Chungking, Soochow, and Hangchow.

(2.)—Articles purchased by Japanese in the interior of China, or imported articles carried into the interior, may be stored free of all tax.

(3.)—Japanese subjects shall be free to carry on manufacturing industries in China.

(4.)—Japanese subjects shall be free to import all kinds of machinery into China.

(5.)—Articles manufactured in China under clause 3 shall be treated as imported articles, and shall be handled under special permits.

(6.)—The new Commercial Treaty between Japan and China shall be based on China's present treaties with Western states; so long as the subjects or citizens of the latter retain the previleges of extra-territorial jurisdiction and tariff, Japanese subjects also shall fully enjoy the same privileges.

(7.)—By way of security for the payment of the above mentioned indemnity, Japan shall hold Weihaiwei, and China shall pay the cost of the occupation.

(8.)—When an exchange of prisoners is effected, the Chinese Government shall inflict no manner of punishment on the prisoners returned to her by Japan; neither shall she raise any question whatever as to the conduct of such of her subjects as had relations with the Japanese during the war. Further, she shall make unconditional rendition of any Japanese soldiers held prisoners by her.

(9.)—Ratifications of this treaty shall be exchanged within three weeks from the date of its signature, the place of exchange being Chefoo.—*Japan Mail.*

16 SECOND-HAND Pianos wanted for Export, W. Robinson and Company.

A RUDDY-FACED man, evidently a somewhat recent arrival in America, with his broadly smiling wife on his arm, stood gazing at some Chinese hieroglyphics which hung at the door of a laundry. 'Dinnis,' said the woman, after a long stare at the puzzling sign, 'what be thim little figures? Be they notes, or fwhat, I dunno.' 'Notes, av coorse; fwhat else c'd they be?' responded the man, without hesitation. 'Rade thim aff t' me, Dinnis,' demanded the wife, after another stare. 'Naw,' said the man, firmly, 'that Oi'll not, for it's quare notes, they are intoirely, an, it's meself that's out av practice. But had Oi me flute, Norah,' he added, in a conciliatory tone, 'had Oi me flute, Oi'd play thim for ye in a minute, darlin'!'

THE ENCOURAGEMENT OF JAPANESE TRADE.

With a view to the encouragement and improvement of Japanese industries and of trade generally with other countries, after the war with China is closed, Mr Kaneko, Vice-Minister for Agriculture and Commerce, has set on foot certain investigations. He has requested Japanese Consular representatives in Europe and America to report to him on the following points, with the object of ascertaining the policy pursued by the countries concerned after the Franco-German war and the American civil war:

(1) The policy adopted with reference to industries and both home and foreign trade.

(2) The steps taken by the respective Governments for the purpose of encouraging industries and trade.

(3) What proportion of indemnity (if any) was devoted to the development of industries and trade and how it was applied.

(4) What measures, of those adopted, were successful and what failures.

(5) To what extent were new industries created or existing industries developed as the direct result of victory in war.

(6) What industries or branches of trade received most stimulus from the application of part of the indemnity received, and how was the effect manifested.

(7) What (if any) classes of trade prospered for a time after the war but eventually decayed.

(8) The effect of war on the general trade or business pursuits.

A PHILATELIC FEAST.

SALE OF VALUABLE STAMPS.

New York, March 27.—A remarkable auction sale of postage stamps took place to-night in the rooms of the Philatelic Society. The attraction was the celebrated collection of Louis Levison of San Francisco, which consisted mostly of stamps of the United States and the British colonies. The prices realized were record-breakers.

The most prominent collectors of this city attended the sale. Among the stamps sold was one of the 1861 British Columbia, 2½ pence, imperforate, a very rare stamp, which brought $125. But this was only a beginning, as immediately afterward the Canadian stamps were offered, of which a 7½-pence stamp in unused condition appeared to be in great demand. It brought the extraordinary sum of $53.25. The stamps of New Brunswick also seemed to be in great demand. Sixpence yellow stamps of 1851, used, brought $76. A shilling stamp of the same date was knocked down, amid applause, for $226.50. Then the Newfoundland stamps came under the hammer, with the following results: Sixpence, orange, $76; fourpence, scarlet, $100; sixpence, scarlet, $194; six and one-half pence, scarlet, $58. A one-shilling, scarlet, brought $282. This is the highest price ever realized for any stamp in this country.

Nova Scotia stamps concluded the sale of British North American stamps, with the following prices: A sixpence, yellow-green, unused, $26; sixpence, dark green, $45. Three copies of the 1 shilling sold for $102, $80 and $142 respectively. The stamps of British West Indies are also favorites among philatelists and consequently very good prices were obtained. British Guiana, 1856, a five-cent magenta, brought $86. San Cristobal provisional stamp, 1 penny on 2½ pence, sold for $75; Trinidad, 1847, Lady McLeod stamp, sold for $75.25; Turk's island, 1867, 1 shilling, $101.

Stamps of the United States brought the following prices: A St. Louis 10 cents, $75.25; the regular issue of 1851, 5 cents, imperforate and unused, which was represented by two very fine copies, $39 and $44 respectively, while the 24-cent of the same issue brought $65. Among the other high-value stamps were the following: State Department $5, sold for $91.50; the $10 stamp for $7, and the $20 for $35.50. Interesting stamps of the Confederate States sold as follows: Athens, Ga., $61; four varieties of Baton Rouge 5 cents sold for $77 and $80 respectively. Macon was represented by two varieties, which sold one for $63.50 and the rarer type for $171; Lenoir, N. C., $83; Mobile, 2 cents, black, $42.50.

New York, March 28.—The sale of the Levison collection of postage stamps was brought to a close to-night. The sale consisted of stamps of South and Central American countries, all in an unused condition, and is pretty near a complete collection. Buenos Ayres, three pesos, green, brought $19; four pesos, vermilion, $47; while five pesos, orange, the rarest in the set, was sold for $51. Early issues of the Dominican republic sold for $26 and $31.50, respectively. The total of the three nights' sale amounts to $10,311.—*S. F. Chronicle.*

WAVES AND ROLLING OF SHIPS.

LECTURE BY LORD RAYLEIGH.

Lord Rayleigh has commenced a series of demonstrations of 'Waves' at the Royal Institution. The first of these was given on Saturday afternoon, and had reference chiefly to wave motion in water. Some definitions had to be made in the first place as a ground-work. A wave of the 'progressive' kind seems to travel to the eye, but in reality it is an up-and-down swing that travels, not the water. The long rollers coming in from the Atlantic during the turn of the tide seem to be advancing with great energy, but the salt water, like the farmer with the unaccustomed claret, really 'gets no forrarder.' A bargee will throw his long tow-line into a running wave in order to get it clear of some bushes, but though the wave runs, the rope does not. The length from the crest of one wave to the crest of another is called the 'wave length'; the speed per second at which the wave disturbance travels is termed its 'velocity of propagation,' and the time the topmost particle of a crest takes to sink down and rise again is generally spoken of as the 'periodicity' or 'frequency' of the wave. In the case of sound every sort of wave, whether of a high pitch (short wave length) or a low pitch (long wave length) travels at the same rate—1,100 ft. per second—but with water waves the rule is quite different. Here a wave of great 'wave length' travels a great deal more quickly than one of short length, and vice versa. With these preliminaries settled, Lord Rayleigh introduced a pretty experiment to show how the wind originates waves in streams, lakes and oceans. The blast from an electric fan was thrown on the surface of a long glass box full of water, illuminated with a blaze of arc light. The waves began as little ripples at one end of the trough, and finished as heavy waves at the other. It is not easy to explain why the waves should thus gain in size the further they travel from the place of their origin. The fact is undoubted, however, that short waves produced by a local storm out at sea will end as big billows at the shore. Upon the ruffled surface of the water in the trough Lord Rayleigh presently poured oil, and demonstrated very clearly the now well-authenticated fact that the film of oil, by affecting the surface tension of the water, prevents the rise of that dangerous 'broken water' which is far more dangerous to a boat in distress than all the big rollers that swing underneath her. Progressive waves are, of course, only one form of vibration which may be set up in water. There are a multiplicity of others, as may be readily seen by experimenting on a large tank of water. The fluid may swing up and down in concentric rings, which occur when some object is rhythmically dipped into the middle of the tank and out again, giving rise to ever widening circles. It may rock up and down in alternate halves of the tank, or two quarters of the surface may be up while the other two are down; in fact there are very few disturbances of the water that do not give rise to a variety of these phases all operating at the same time. These considerations are of importance in considering how a ship shall be balanced to prevent her 'rolling.' The old sailing ships were made 'stiff' on the water rather than 'steady,' in order that they could carry a large spread of canvas without heeling over. A necessary result of 'stiffness' is that the hull keeps at right angles with the plane of the water, which means that it follows the motion of every wave and rocks. But 'steadiness' is required with modern ironclads, and other considerations than rapid 'righting' power in still water (that is 'stiffness') have to prevail. To keep an iron ship 'steady' in spite of the rolling of the waves, her centre of gravity must be so situated that her natural rate of swing in water, considering her as a pendulum merely, must greatly exceed the swing of any wave she is likely to meet. For if her natural period of swing is the same as the waves passing under her, every successive wave tends to aggravate her rolling, just as the swing of a pendulum is increased to its utmost by pushing it in the direction of its motion regularly at every swing. Lord Rayleigh showed this most instructively by taking a model hull, counting its natural swing on still water, and then putting it on the surface of water agitated by waves of exactly the same period of swing. The topmast of the little craft was speedily dipping in the water at every roll. But by fastening a bit of lead near the top of the mast, whereby her 'stiffness' in the water would be diminished, it was shown that she could now ride practically unaffected by the roll of the waves. Together with 'bilge keels,' this is the method now employed to ensure steadiness at sea, although Lord Rayleigh pointed out that much depends upon the speed of the waves and the way she is managed generally.—*Daily Chronicle.*

SCIENTIFIC OBSERVATIONS AND ORIGINAL RESEARCHES IN JAPAN.

The common impression of the Japanese is, that they are of a very artistic and imitative nature, but that they are deficient in originality and in powers of practical application. This impression is justified to a large extent, but those who know everything of the circumstances of Japan before intercourse was opened with foreign nations will have no difficulty in explaining it. Originality in every shape was not only discouraged, but in many cases was made penal, and therefore it cannot be wondered that for some years after the Japanese came into contact with foreigners they were looked upon simply as clever imitators who were content with the mere form of Western civilisation, but were awanting in its progressive spirit. As, however, we have pointed out in previous articles, they laid the foundations of their new departure in a very complete system of national education, which not only provided a general training, but also fitted for the special work connected with industry and for the learned professions. The result has been to show very distinctly that the Japanese are by no means content with merely gathering from foreign sources what is known of the various sciences and their applications, but that they are also determined to enter the field of investigation for themselves. The students who have gone to Europe and America have shown that they are able not only to hold their own in the ordinary class work, but also in investigations in laboratories or analytical research, and in almost all the transactions of the learned societies we find contributions which have done something to advance our knowledge of the subjects of which they treat. The present war with China has shown that even in warfare they are by no means mere copyists, but can think out the problems of warfare for themselves, and their strategy and execution has won the admiration of competent European critics. The Transactions of the Japanese Institution of Engineers show a wide range both of theory and practice, while the success of their industrial and engineering works shows that they have all the qualities necessary to make Japan an important industrial and commercial country. In fact the Japanese are rapidly attaining their ambition and making their country the Britain of the East both in its trade and naval power. The present war will show whether they will be able to exercise the same influence over China that Britain has exercised over India. If they do, it will have a most important effect on the destinies of the world.

Our present object, however, is not to enter into details of these matters but to direct attention to the fact that the Japanese do not by any means confine their attention to matters which pay directly. They have grasped the fact, which is too often overlooked in this country, that researches which may not appear directly useful very often have the most important results on industrial operations, and they are content to investigate simply for the sake of truth and to allow the results, whatever they may be, to follow.

The papers published in 'The Journal' of the College of Science of the Imperial University will bear favourable comparison with any other papers of their kind, not only as regards their quality, but also the variety of their subjects, including, as they do, every department of physical and natural science. They are printed either in English or German, and are thus accessible to all investigators, for the University sends copies very freely to any institution which applies for them.

The most striking event of the present age is the birth of a new nation like Japan; and if we are to understand the full significance of that event and form any idea of its probable results, we must go beyond the ordinary impressions which have been formed of Japanese and endeavour to ascertain the real sources of their power.—*The Indian Engineer.*

TRANSPOSING and Cabin Pianos, at W. Robinson and Company.

HONGKONG REGISTER.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.84	29.93	29.84
Temperature	82	81	82
Humidity	75	79	79
Direction of Wind	E	S	SSE
Force	2	1	1
Weather	b	o	b
Rain	—	—	—

Highest open air temperature on the 1st 85
Lowest open air temperature on the 1st 75

F. G. FIGG,
First Assistant.

Hongkong Observatory, May 2, 1895.

Mails.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *ROSETTA*, Capt. G. K. WRIGHT, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 9th May, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the *CARTHAGE*, which Vessel takes on her Cargo for LONDON, *vid* SUEZ CANAL, leaving that port on the 31st MAY, 1895).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *vid* Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

ALF. WOOLLEY,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, April 25, 1895. 785

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX;
ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 15th May, 1895, at Noon, the Company's S.S. *SALAZIE*, Commandant PAUL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 14th May, 1895. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. TOURNAIRE,
Acting Agent.

Hongkong, May 1, 1895. 821

Intimations.

It is very difficult to convince children that a medicine is "nice to take"—this trouble is not experienced in administering

Scott's Emulsion

of Cod Liver Oil. It is *almost as palatable as milk.* No preparation so rapidly builds up good flesh, strength and nerve force. Mothers the world over rely upon it in all wasting diseases children are heir to.

Scott & Bowne, Ltd., London. All Chemists.

Sole Agent for China and Hongkong:
CHAN A-FOOK, at WATKINS & Co.,
Hongkong.

LANGUID WOMEN
PALE CHILDREN
OLD PEOPLE, INVALIDS
VIN CHAPOTEAUT
(CHAPOTEAUT'S WINE OF PEPTONE)
A DELICIOUS NUTRITIVE STIMULANT

This alimentary wine is easily assimilated when no other solid or liquid food will remain on the stomach. It is indicated in constitutional weakness and lack of digestive power, for the Aged, Anæmic, Dyspeptic, and Convalescent.

It helps sufferers from Consumption, Dysentery, Cancers, and Ulceration, of the Stomach.

CHAPOTEAUT
PARIS

For Sale by A. S. WATSON & Co., Chemists.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Nagasaki, Kobe, Inland Sea and Yokohama) ...	THURSDAY, May 9, at noon.
Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	TUESDAY, May 28, at noon.
Gaelic (via Nagasaki, Kobe, Inland Sea and Yokohama) ...	TUESDAY, June 18, at noon.

THE Steamship *BELGIC* will be despatched for SAN FRANCISCO, *vid* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on THURSDAY, the 9th May, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route.*

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, April 10, 1895. 689

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Nagasaki, Kobe, Inland Sea and Yokohama) ...	SATURDAY, May 18, at noon.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea and Yokohama) ...	SATURDAY, June 8, at noon.
City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	FRIDAY, June 28, at noon.

THE U. S. Mail Steamship *PERU* will be despatched for SAN FRANCISCO, *vid* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 18th May, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, April 30, 1895. 813

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Victoria..........	Saturday	May 4.
Tacoma........ ...	Tuesday	May 14.
Sikh..............	Tuesday	June 4.
A Steamer......	Tuesday	June 25.

THE Steamship *VICTORIA*, Captain J. PANTON, R.N.R., sailing at Noon, on SATURDAY, the 4th May, will proceed to VICTORIA, B.C., and TACOMA, *vid* SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, April 20, 1895. 665

Intimations.

CHAN A-TONG,

COAL MERCHANT,
No. 5, ARSENAL STREET, EAST.
Business Office: No. 21, Gilman Street. 478

FURNITURE WAREHOUSE.

LI KWONG LOONG,
Cabinet-maker and Art Decorator,
from SHANGHAI, has opened a
FURNITURE STORE
at No. 3, WYNDHAM STREET,
The only Shop in Hongkong with this name,

Where HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ld., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co. write as follows:—

"We have pleasure in stating that Mr.
"LI KWONG LOONG furnished
"the Annexe to our Dispensary and
"gave us every satisfaction."
(Sd.) "A. S. WATSON & Co., Ld."

ORDERS punctually attended to and CHARGES MOST MODERATE.

AN INSPECTION INVITED.

Hongkong, April 13, 1895. 712

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895. 1895.

SAFETY—SPEED—PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(*Calling at* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. A. LEE, R.N.R.........WEDNESDAY, 22nd May.
EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R....WEDNESDAY, 12th June.
EMPRESS OF INDIA....Comdr. O. P. MARSHALL, R.N.R..WEDNESDAY, 3rd July.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANSCONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANSCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, *General Agent,*
PEDDER STREET. 818

Hongkong, May 1, 1895.

SHARE LIST.—QUOTATIONS.—MAY 2, 1895.

Stocks.	*Nos. of Shares.*	*Value.*	*Paid-up.*	*Closing Quotations, Cash.*
BANKS.				
Hongkong and Shanghai Bank Cor.,	80,000	12	all	182 % prem.
New Issue..........				
Bank of China, Japan and Straits, Ld.	39,875	£ 1	£ 1.1s	nom.
	*1,250	£ 1	£ 1	nom.
National Bank of China, Limited...	...	£ 1	£ 8.10	$60, buyers
MARINE INSURANCES.				
Canton Insurance Office Co., Ld....	10,000	$ 25	$ 5	$160, sales
China Traders' Insurance Co., Ld...	24,000	$ 83.33	$ 2	$66½, sales and sellers
North-China Insurance Co., Ld....	6,000	£ 1	£ 5	Tls. 103, ex div., sellers
Straits Insurance Co., Ld..........	20,000	$ 10	$ 20	$19, sales and sellers
Union Insurance Society Co., Ld...	10,000	$ 25	$ 2	$157½, buyers
Yangtsze Insurance Association, Ld.	8,000	$ 100	60	$93, sellers
FIRE INSURANCES.				
China Fire Insurance Co., Ld......	20,000	$ 10	$ 2	$84
Hongkong Fire Insurance Co., Ld..	8,000	$ 25	$ 5	$200, sellers
DOCKS				
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	99 % prem.
STEAMBOATS.				
China and Manila S. S. Co., Ld....	5,000	$ 5	all	$58, sellers
Douglas Steamship Co., Limited ...	20,000	$ 5	all	$49, sales and buyers
H.K. C. and M. Steamboat Co., Ld.	80,000	$ 2	all	$31, sales and sellers
Indo-China S. N. Company, Limited	60,000	£ 1	all	$45, sellers
China Mutual S. N. Co.	20,000	£ 1	£ 10 £ 5	£7, nom.
Do. (new issue)	20,000	£ 1	£ 1	
REFINERIES.				
China Sugar Company, Limited.....	20,000	$ 10	all	$125, sellers
Luzon Sugar Company, Limited...	7,000	$ 10	all	$45, sellers
WHARVES.				
HK. & Kow. Wharf & Godown Co.	20,000	$ 50	all	$38, sales and sellers
Wanchai Warehouse and Storage Company, Limited	2,600	$ 100	$ 37	$37½
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited......	50,000	$ 1	$ 5	$59, sales
Kowloon Land and Building Company, ...	6,000	$ 5	$ 3	$10, sales
Humphreys' Estate & Finance Co...	13,400	$ 1	all	$10, sales and sellers
West Point Building Co., Limited..	12,500	$ 5	$ 4	$18, sales
TRAMWAYS.				
HK. High-Level Tramways Co., Ld.	1,250	$ 10	all	$66, sales and buyers
MINING.				
Jelebu Mining & Trading Co., Ld.	15,000	$ 1	all	$3¼, sellers
Punjom Mining Co., Ld	60,000	$ 4	$ 3½	$7½, sales
Société Française des Charbonnages du Tonkin	8,000	Fcs. 500	Fs.500	$75, sellers
New Balmoral Gold M'ing Co., Ld.	50,000	$ 3	all	$5, sales and buyers
Raub Aust. Gold Mining Co., Ld...	200,000	£ 1	13/10	$4¼, buyers
Société Française des Houillères de Tourane	8,000	Fcs. 500	all	nom.
PLANTING, ETC.				
China-Borneo Company, Ld.	7,500	$ 10	$ 5	nom.
H. G. Brown & Co., Limited........	6,000	$ 50	all	$4½, sellers
HOTELS, ETC.				
Hongkong Hotel Company, Ld.	6,000	$ 50	all	$9, sellers
DISPENSARIES.				
A. S. Watson & Co., Limited......	60,000	$ 10	all	$10, sales and sellers
Dakin, Cruickshank & Co., Ld.....	50,000	$ 5	all	$1
LIGHTING.				
HK. and China Gas Co., Limited ..	7,000	£ 10	all	$125, buyers
Hongkong Electric Co., Limited.....	30,000	$ 10	$ 8	$4.75, sellers
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	20,000	$ 5	all	$8.25, sales and buyers
Hongkong Brick & Cement Co., Ld.	4,000	$ 15	$12.50	$6½
MISCELLANEOUS.				
Bell's Asbestos Eastern Agency, Ld.	8,000 7,000	£ 1 £ 1	£1 £ 16/-	nom. $9½, sales
Campbell, Moore & Co., Limited ..	1,500	$ 10	all	$2
Geo. Fenwick & Co., Limited	6,000	$ 25	$ 2	$15, sales and buyers
Hongkong Bakery Company, Ld. ..	600	$ 50	all	$36
Hongkong Dairy Farm Co........	10,000	$ 10	all	$9½, buyers
Hongkong Ice Company, Limited ..	5,000	$ 25	all	$76, sellers
H'kong Rope Manufactory Co., Ld.	8,000	$ 50	all	$121

* Founder's shares

LOANS.	*Amount.*	*Value.*	*Interest.*	*Quotation.*
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 % p. annum	10 % prem., sales
DEBENTURES.				
Hongkong Hotel Mortgage Debentures, 1889	$ 400,000,00	$500	6 ,, prem.	$510

A. G. STOKES, Share-broker.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	*Anchorage.*	*Captain.*	*Flag and Rig.*	*Tons.*	*Date of Arrival.*	*Consignees or Agents.*	*Destination.*	*Remarks.*
Steamers.								
Airlie	5 c	Ellis	Brit. str.	2340	April 30	Gibb, Livingston & Co.		
Annandale	8 h	Milne	Brit. str.	2538	April 30	Dodwell, Carlill & Co.		
Ask	5 c	....	Danish str.	591	April 21	Arnhold, Karberg & Co.	Haiphong	
Asloun	5 c	Murray	Brit. str.	1827	May 1	Melchers & Co.		
Belgic	5 c	Walker	Brit. str.	4211	April 30	O. & O. S. S. Co.	San Francisco	9th inst.
Benlomond	5 c	McIntosh	Brit. str.	1753	May 2	Gibb, Livingston & Co.		
Bentala	8 b	Filmer	Brit. str.	1776	April 24	Order		
Bogstad	3 c	Thorbjornsen...	Norw. str.	1982	April 23	Wieler & Co.	Yokohama	6th inst.
Bormida	5 c	Emilio...........	Italian str.	1499	April 25	Carlowitz & Co.	Singapore	To-day
Brindisi	5 c	Peters............	Brit. str.	2129	May 1	P. & O. S. N. Co.	Yokohama	8th inst.
Bygdo....................	3 c	Brekke	Norw. str.	771	April 14	Wieler & Co.		
Catherine Apcar	5 c	Olifent	Brit. str.	1733	April 26	David Sassoon, Sons & Co.	S'pore & Calcutta	To-morrow
China	8 c	Voss	Ger. str.	1240	April 28	Chinese		
Cromarty	8 c	Duncan	Brit. str.	1864	May 1	Jardine, Matheson & Co.		
Daphne	5 c	Olausen	Ger. str.	1359	April 30	Melchers & Co.		
Devawongse	2 h	Perkes............	Brit. str.	1057	April 30	Yuen Fat Hong	Swatow & Bangkok	5th inst.
Exe	6 c	Pell	Brit. str.	1308	April 28	Chinese	Saigon	To-morrow
Fidelio	3 h	Nissen............	Ger. str.	742	April 30	Melchers & Co.		
Formosa	5 h	Hodgins	Brit. str.	680	April 28	Douglas Steamship Co.		
Gloucester City	3 c	Dwyer............	Brit. str.	1409	May 1	Dodwell, Carlill & Co.		
Jordan	3 c	Gasson	Brit. str.	1360	May 2	Gibb, Livingston & Co.	Nagasaki	To-day
Kalgan	5 c	Outerbridge ...	Brit. str.	1154	May 2	Butterfield & Swire	Nagasaki	To-morrow
Kriemhild	5 c	Förck	Ger. str.	1904	May 2	Siemssen & Co.		
Krim	5 c	Irgens	Norw. str.	1117	April 27	Eduard Schellhass & Co.	Saigon	To-morrow
Mongkut	2 h	Farrell	Brit. str.	859	April 16	Yuen Fat Hong		
Namoa	5 b	Roach	Brit. str.	863	May 2	Douglas Steamship Co.		
Nanchang	3 c	Finlayson	Brit. str.	1052	May 2	Butterfield & Swire	Tientsin	To-morrow
Nürnberg	10	Walter............	Ger. str.	2007	April 29	Melchers & Co.	Yokohama	
Oscarshal	5 c	Reichborn	Norw. str.	764	April 30	Order		
Phra Chula Chom Klao	2 h	Williamson......	Brit. str.	1013	May 2	Yuen Fat Hong		
Progress	3 c	Jessen............	Ger. str.	547	April 27	Siemssen & Co.	Touron	To-morrow
Propontis	5 c	Farrand	Brit. str.	1390	May 2	Chinese		
Rio	3 c	Bendixen	Ger. str.	1009	May 2	Wieler & Co.		
Shanghai	5 c	Crawford	Brit. str.	2044	May 1	P. & O. S. N. Co.	Shanghai	4th inst.
Shantung	8 c	Frampton	Brit. str.	1535	April 29	Butterfield & Swire	Sourabaya	7th inst.
Siam	8 c	Messer	Brit. str.	956	April 26	Bradley & Co.	Swatow, &c.	To-morrow
Sishan....................	3 h	Murphy	Brit. str.	875	April 28	Bradley & Co.	Swatow	To-morrow
Strathnevis.............	3 c	Pattie	Brit. str.	1232	April 25	Dodwell, Carlill & Co.		
Taichiow................	2 h	Curtis	Brit. str.	862	April 26	Yuen Fat Hong	Singapore	To-day
Tai Lee	3 c	Emke	Ger. str.	828	April 30	Carlowitz & Co.		
Tetartos	8 c	Dinse	Ger. str.	1812	April 27	Siemssen & Co.	Saigon	To-morrow
Verona	10	Tocque	Brit. str.	1876	April 22	P. & O. S. N. Co.		
Victoria	5 c	Panton	Brit. str.	1992	April 19	Dodwell, Carlill & Co.	Tacoma, &c.	4th inst.
Zafiro	5 c	Gerard	Brit. str.	697	April 26	Shewan & Co.	Manila	
Sailing Vessels.								
Caleb Curtis	5 c	Raymond	Brit. sch.	67	April 28	China Traders Insurance Co.		
Fannie Skolfield	3 c	Sherman.........	Brit. bqe.	1034	April 16	Order		
Glenesslin	2 c	Pritchard	Brit. sh.	1743	April 4	Standard Oil Co.		
Queen Margaret	4 c	Faulkner	Brit. sh.	1999	Mar. 31	Order		
Sachem	3 k	Bartlett	Amer. sh.	1312	Jan. 11	Shewan & Co.		
Stanfield	3 c	Wilson	Brit. bqe.	570	April 25	Gibb, Livingston & Co.		
Velocity	5 c	Martin	Brit. bqe.	491	April 10	Chinese		

Her Britannic Majesty's Ships on the China Station.

Name.	*Rig.*	*Tons.*	*Guns.*	*I.H.P.*	*Captain.*	*Where at.*
Æolus	twin-screw cruiser 2nd class	3600	8	7000	Captain Robert L. Groome	Hongkong
Alacrity	despatch-vessel	1700	4	3180	Commander De Lisle	Hongkong
Archer	cruiser 3rd class	1770	6	2200	Comd. Conyers Lang	Shanghai
Caroline	cruiser 3rd class	1400	14	1140	Captain Ch. J. Norcock	Haichow
Centurion*	twinscrew battle ship	10,500	14	13,000	Captain J. M. McQuhae	Nagasaki
Daphne	sloop	1140	8	1400	Commander MacArthur	Shanghai
Edgar	twin-screw cruiser 1st class	7350	12	10,000	Capt William H. Henderson	Chefoo
Esk	g-bt. 3rd class coast defence	363	0	340	Lt.-Com. Ravenhill	Ichang
Firebrand	gunboat 2nd class	455	4	460	Lieut.-Com. L. G. Tufnell	Newchwang
Leander	cruiser 2nd class	4300	10	5500	Captain Count Metaxa	Takow
Linnet	gun-vessel 2nd class	756	5	1050	Commander Bearcroft	Hongkong
Mercury	cruiser 2nd class	3730	13	73[illegible]	Capt. Wilmot H. Fawkes	Singapore
Peacock	gunboat 1st class	751	6	1200	Lieut.-Commander Laxton	Nagasaki
Pigmy	gunboat 1st class	755	6	1200	Lieut.-Com. Phillips	Hankow
Plover	gunboat 1st class	755	6	1200	Lt.-Com. Hon. F. C. B. Addington	Tientsin
Porpoise	cruiser 3rd class	177	6	3500	Commander F. R. Pelly	Chefoo
Rainbow	cruiser	3600	17	—	Captain Wm. C. C. Forsyth	Singapore
Rattler	gunboat 1st class	7[illegible]	0	12[illegible]	Lieut.-Com. Hugh Cotesworth	Chinkiang
Redbreast	screw gunboat 1st class	803	0	720	Lt.-Com. Robt. H. J. Stewart	Tamsui
Redpole	gunboat 1st class	[illegible]05	6	1200	Lieut.-Com. C. G. May	Bangkok
Spartan	twin-screw cruiser 2nd class	3600	8	7000	Captain Alfred L. Winsloe	Nagasaki
Swift	gun-vessel 2nd class	756	5	1010	Commander R. K. McAlpine	Tientsin
Tweed	g-bt. 3rd class coast defence	363	3	340	Lieut. Ward	Takow
Undaunted	cruiser	5600	13	8500	Captain Hallifax	Hongkong
Victor Emanuel	receiving ship	5157	14		Commodore Boyes	Hongkong
Wivern	coast defence ship, [illegible]	2750	4	1450		Hongkong

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, first class; and 3 second class boats.

* Flagship of Vice-Admiral the Hon. E. Fremantle, K.C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	*Flag and Rig.*	*Tons.*	*Guns.*	*H.P.*	*Captain.*	*Where at.*
Admiral Korniloff	Russian cruiser	4950	32	6000	Captain Eltchaninoff	Yokohama
Admiral Nakhimoff	Russian flagship	7781	32	9500	Captain Kashcrininoff	Kobe
Aleout	Russian gunboat	810	2	730	Captain Parenego	Nagasaki
Alert	U. S. corvette	1020	6	365	Captain Durand	Shanghai
Alger	French cruiser	4330	30	8000	Captain Jaureguiberry	Kelung
Alliance	U. S. cruiser	1375	10	670	Commander F. McCurley	Nagasaki
Arcona	German cruiser	2370	18	2400	Captain A. Sarnow	Amoy
Aspic	French gunboat	[illegible]	4	450	Commander Journet	Bangkok
Baltimore	U. S. flagship	4600	24	10,064	Captain B. F. Day	Nagasaki
Bayard	French flagship	6010	26	4400	Commander Fortin	Nagasaki
Beautemps-Beaupré	French wooden sloop	1350	14	1000	Captain Ternet	Nagasaki
Bengo	Portuguese gunboat	462	5	400	Captain H. Carvalhosa Athayde	Macao
Bobre	Russian sloop	950	13	1150	Captain Eokvisky	Chefoo
Castilla	Spanish cruiser	3290	22	4400	Capt. Enrique Sanlula	Manila
Charleston	U. S. cruiser	4040	22	6666		Chefoo
Comète	French gunboat	495	4	560	Capt. Maudet	Saigon
Concord	U. S. cruiser	1700	15	3400	Captain Impey	Shanghai
Cristoforo Colombo	Italian cruiser	3100	16	3780	Captain Francisco Gavotti	Shanghai
Detroit	U. S. cruiser	2000	16	5400	Commander J. S. Newell	Nagasaki
Don Juan de Austria	Spanish cruiser	1130	14	1500	Commander José Padriñan	Manila
Duguay Trouin	French cruiser	3535	19	4800	Captain Bayle	Nagasaki
Forfait	French cruiser	2350	23	2750	Captain Delort	Woosung
Gaidamak	Russian gunboat	400	9	3500	Captain Molnitzky	Foochow
Gremiastchy	Russian gunboat	1490	12	1330	Capt. Oberkass	Yokohama
Iltis	German gunboat	490	4	340	Capt.-Lieut. Ingenold	Tientsin
Irene	German flagship	4400	22	8000	Capt. von Dresky	Chefoo
Isly	French cruiser	4380	22	8000	Captain Rivet	Kobe
Inconstant	French gunboat	830	8	1100	Capt. Granier	Shanghai
Korejetz	Russian sloop	1200	9	2150	Capt. Timofeeff	Kobe
Kreiser	Russian sloop	1330	13	1200		
Lion	French gunboat	5[illegible]0	6	509	Lieutenant Papaix	Tientsin
Lutin	French gunboat	490	4	500	Lieut.-Com. Mounoyers	Shanghai
Machias	U. S. cruiser	1050	16	1600	Commander Houston	Nagasaki
Manila	Spanish transport	1057	2	1000	Captain Vimigra	Manila
Marie	German cruiser	2100	14	2100	Captain Credner	Chefoo
Marion	U. S. corvette	1900	12	750	Commander Gridley	Chefoo
Mandshur	Russian sloop	1200	9	1400	Commander Andreeff	Korea
Monocacy	U. S. sloop	1370	6	850	Lieut.-Com. Empy	Tientsin
Nayezdnik	Russian cruiser	1380	14	1720	Captain Zarine	Vladivostock
Emp. Nicholas I	Russian ironclad	8440	32	8000	Capt. Felkerzam	Kobe
Otvajny	Russian gunboat	1490	12	2000	Captain Rodionoff	Japan
Pamiat Azova	Russian cruiser	6060	30	8000	Captain Schoukinine	Nagasaki
Petrel	U. S. gunboat	884	6	550	Lt.-Com. Emory	Nagasaki
Pluvier	French gunboat	545	8	450	Lieut.-Commander Videl	Bangkok
Razboynik	Russian sloop	1380	14	1790		Chefoo
Reina Cristina	Spanish cruiser	3090	19	4800	Com'der D. Fr. Arturo Gavin	Hongkong
Rynda	Russian cruiser	3000	23	3000	Captain Rimsk-Kowakoff	Kobe
Sila ch	Russian gunboat	—	—	—	Captain Barranoff	Vladivostock
Siv otch	Russian cruiser	950	13	1120	Captain Astromoff	Tientsin
Sophie	German cruiser	2100	14	2100	Captain Herbing	Nanking
Triomphante	French cruiser	40[illegible]	21	24[illegible]0		Saigon
Umbria	Italian cruiser	2250	27	6500	Captain Bertolini	Yokohama
Viper	French gunboat	480	4	425	Commander Constelle	Bangkok
Vladimir Monomach	Russian ironclad	5500	34	7000	Captain J. Rogestvensky	Yokohama
Wolf	German gunboat	490	6	340	Captain Kresschmann	Hongkong
Yorktown	U. S. cruiser	1700	16	3660	Commander W. M. Folger	Nagasaki
Zabiaka	Russian cruiser	1281	12	1470	Captain Domojiroff	Nagasaki

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